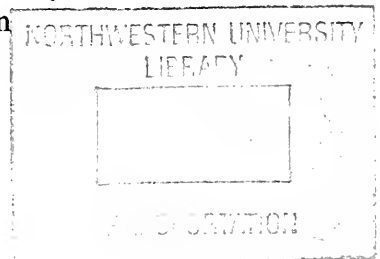


Regional Technical Assistance Program

Ridership Forecasts Chicago Far South Transportation Study



Prepared by
Regional Transportation Authority
System Planning Division



Prepared for
Chicago Department of Transportation

December 1998

TRAN
HE
4491 .C4
R544



Table of Contents

1.	Introduction	1
2.	Revised 2010 Base	1
2.1	2010 Base Network Updates.....	1
2.2	Trip Table Adjustments	2
2.3	Revised 2010 Base Ridership Forecasts	2
3.	Alternative 1 –Commuter Rail Enhancement	6
3.1	Proposed Transportation System Changes	6
3.2	2010 Alternative 1 Ridership Forecasts	7
4.	Alternative 2 –Red Line Extension to 130th	10
4.1	Proposed Transportation System Changes	10
4.2	2010 Alternative 2 Ridership Forecasts	11
5.	Alternative 3 –Red Line Extension to 103rd	13
5.1	Proposed Transportation System Changes	14
5.2	2010 Alternative 2 Ridership Forecasts	14
6.	Alternative Comparisons	17

T12m

HE

4491.C4

R544

Table of Appendices

Appendix A: Memorandum of Understanding

Appendix B: Revised 2010 Base

- #1: PB/CDOT Memorandum of Base Alternative Specification
- #2: Far South 2010 Base Six-County Rail Ridership Forecasts
- #3: Far South 2010 Base Six-County Bus Ridership Forecasts
- #4: Far South 2010 Base District-to-District Trip Tables

Appendix C: 2010 Alternative 1- Commuter Rail Enhancement

- #1: PB/CDOT Memorandum of Alternative 1 Specification
- #2: 2010 Alternative 1 Six-County Rail Ridership Forecasts
- #3: 2010 Alternative 1 Six-County Bus Ridership Forecasts
- #4: 2010 Alternative 1 Study Area Bus Ridership Forecasts
- #5: 2010 Alternative 1 District-to-District Trip Tables

Appendix D: 2010 Alternative 2 – Red Line Extension to 130th

- #1: PB/CDOT Memorandum of Alternative 2 Specification
- #2: 2010 Alternative 2 Six-County Rail Ridership Forecasts
- #3: 2010 Alternative 2 Six-County Bus Ridership Forecasts
- #4: 2010 Alternative 2 Study Area Bus Ridership Forecasts
- #5: 2010 Alternative 2 District-to-District Trip Tables

Appendix E: 2010 Alternative 3 – Red Line Extension to 103rd

- #1: CDOT Memorandum of Alternative 3 Specification
- #2: 2010 Alternative 3 Six-County Rail Ridership Forecasts
- #3: 2010 Alternative 3 Six-County Bus Ridership Forecasts
- #4: 2010 Alternative 3 Study Area Bus Ridership Forecasts
- #5: 2010 Alternative 3 District-to-District Trip Tables

1 Introduction

In the summer of 1998, the Chicago Department of Transportation (CDOT) applied for assistance under the RTA Regional Technical Assistance Program (RTAP) for the Chicago Far South Transportation Study Ridership Forecasts. The RTA approved the application and secured 1998 Unified Work Program funding for the technical assistance. On September 1, 1998, a Memorandum of Understanding (Appendix A) between the RTA and CDOT was signed and the RTA formally agreed to provide ridership forecasts for CDOT's Far South Transportation Study.

The goal of this report is to present and analyze ridership forecasts for the revised 2010 base and three transit alternatives that were developed as part of the Far South Transportation Study. Figure 1 shows the boundaries of the study area. It consists of roughly eleven community areas covering approximately 43 square miles bounded by 79th Street on the north, Halsted Street on the west, and the City's border on the south and the east. The three proposed transit alternatives are:

- ◆ Alternative 1 – Commuter Rail Enhancement;
- ◆ Alternative 2 – Red Line Rapid Transit Extension from 95th to 130th Street; and
- ◆ Alternative 3 – Red Line Rapid Transit Extension from 95th to 103rd Street.

The tool used by the RTA for testing these alternatives is a set of computerized travel demand forecasting models. These models were implemented using the EMME/2 travel demand software enhanced with locally derived transportation parameters and demographic inputs. The forecasting models replicate the 1990 travel patterns of the six-county region for rapid transit, bus and commuter rail modes. The forecasting methodology is documented in the Travel Demand Forecasting Methods and Validation Report published in 1994 by the RTA System Planning Division.

2 Revised 2010 Base

The previous forecasts for the 2010 base were prepared in the fall of 1996 for the Chicago Master Transportation Plan. Since then, several changes have taken place in the transportation network. Additionally, economic development plans have been proposed and likely to be implemented by year 2010 in the Far South study area. Because it is important to reflect these changes in a 2010 base, a revised 2010 base ridership forecast was prepared. The goal of this section is to compare the revised 2010 base to the previous 2010 base.

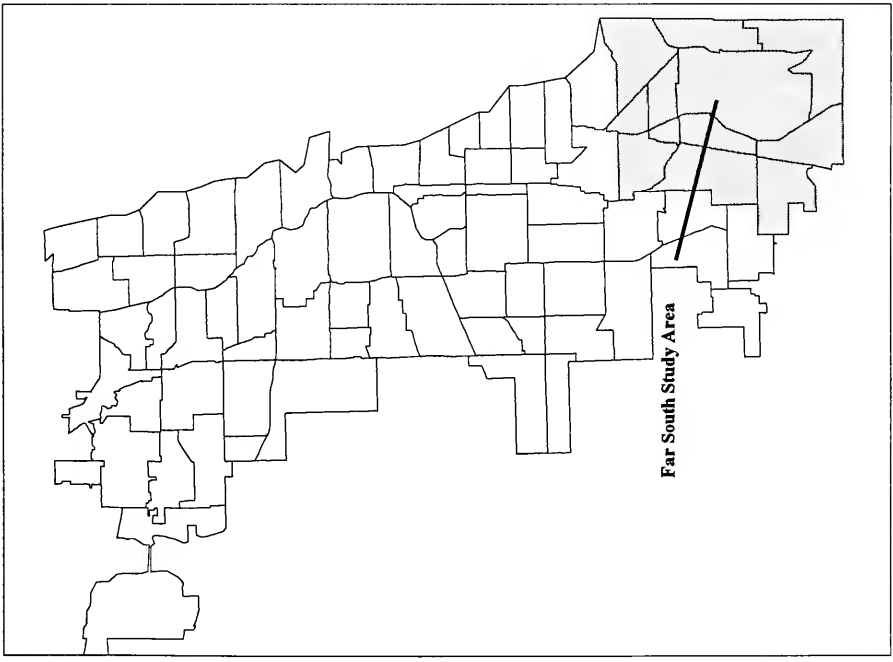
2.1 2010 Base Network Updates

As outlined in the Memorandum of Understanding, the Far South study area's transportation network has been examined in detail to reflect the current transit services in the study area. These updates include the recent CTA bus service restructuring, Metra's plan to replace the 91st Street with a 93rd Street station on the South Chicago Branch of Metra Electric District,

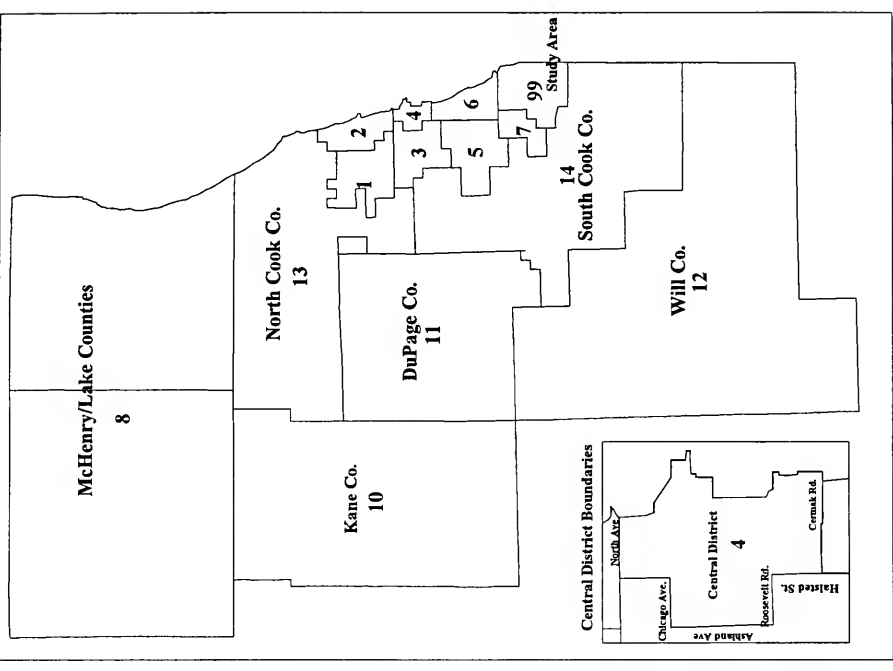
Figure 1

CDOT Far South Study Area

City of Chicago Community Areas



District Geography



and a review of all the access and transfer links to the study area transit services. Specific network changes are documented as follows:

- ◆ CTA Bus Services – the CTA 1997 Service Restructuring Proposal contains two major categories: route structure and service hour changes. The bus network update was limited to only those routes with implemented routing structure changes from the proposal. These include deletion of Route 104 Pullman/Altgeld, shortening Route 95e and Route 106, and restructuring Route 100 with peak only services. It was decided that those bus routes with changes in owl operating hours only would remain the same as in the previous 2010 base network.
- ◆ Metra South Shore Branch – the 91st Street Station on the Metra Electric South Chicago Line was eliminated.
- ◆ CTA Red Line – a free 5-minute walk transfer link was coded at State/Lake in the CBD so that the direct transfers between the Red Line and all the elevated rapid transit lines could be made.

2.2 Trip Table Adjustments

The revised 2010 base travel forecasts still use Northeastern Illinois Planning Commission's 2010 interim population and employment projections which were released in August of 1994. However, some adjustments to the 2010 trip table were made to reflect the planning and growth assumptions in the Far South. Based on the memorandum from CDOT consultant Parsons Brinckerhoff Quade & Douglas (PB) on September 14th (Appendix B), productions and attractions in several zones of the study area were adjusted upward ranging from 5% to 100%. These changes reflect the following specific development in three locations according to the consultant:

- ◆ *USX* – the redevelopment of this 570 acre site is expected to add 2,000 people and 2,000 jobs;
- ◆ *West Pullman Industrial TIF* – this TIF is expected to create up to 1,500 jobs by year 2010; and
- ◆ *119th/Halsted and Roseland/Michigan Redevelopment Areas* – these sites are expected to add 2,000 people and 600 jobs.

Other trip table adjustments in these potential development areas were also made to overcome the limitation of the MINUTP distribution procedure that processes with integers only. The previous 2010 trip table was partially developed using MINUTP software.

2.3 Revised 2010 Base Ridership Forecasts

2.3.1 Rail and Bus Ridership

The rail station boarding forecasts are attached in Appendix B. Due to the network changes and trip table adjustments, reallocation of trips by rail line and transit mode was anticipated. Table 1 shows the ridership shift among Metra lines/branches in the study corridor. The shift from Metra Electric Blue Island Branch and Rock Island Beverly Branch to the Metra Electric Main Line is a result of trip distribution revision. Increase in the South Chicago Branch ridership is due to projected redevelopment at the USX site.

Table 1: Revised 2010 Base Metra Station Boarding Forecasts

<i>Metra Lines*</i>	<i>1990 Observed Counts</i>	<i>Master Plan 2010 Base</i>	<i>Far South 2010 Base</i>	<i>2010 Difference</i>	<i>2010 Percentage Changes</i>
Metra Electric District					
Main Line					
Roosevelt Road- 63rd	3,360	3,500	3,480	-20	-1%
75th -- Kensington	1,880	1,590	1,730	140	9%
Riverdale -- University	14,770	16,350	16,340	-10	0%
South Chicago Branch	3,430	3,320	3,440	120	4%
Blue Island Branch	1,060	1,270	1,190	-80	-6%
Rock Island District					
Main Line					
95th-Blue Island/Vermont	1020	1260	1260	0	0%
Robbins--Joliet	7250	7830	7830	0	0%
Beverly Branch	6760	7090	6920	-170	-2%

The most significant changes in CTA rail ridership are on the Red Line and the Green Line Jackson Park Branch as shown in Table 2. In the forecasts, the connection between the Far South study area and near north side is evident. When trip production in the study area increases (mostly attributed to the projected development at 119th/Halsted and Roseland/Michigan areas), ridership on the Red Line south of Belmont increased the most. The USX site redevelopment would increase ridership not only to Metra South Shore Branch, but also to CTA Jackson Park Branch.

Addition of the transfer link at the State/Lake Station shifts transfer patterns between the Red Line and all the other elevated lines. For example, riders from the Far South study area need one, instead of the previous two, transfers to access many sites on the near north side along the Ravenswood Line. As expected, ridership at the Roosevelt station declined since some transfers will occur at the new free transfer station at State/Lake Streets.

Table 2: Revised 2010 Base CTA Station Boarding Forecasts

<i>CTA Rapid Transit*</i>	<i>1990 Observed Counts</i>	<i>Master Plan 2010 Base</i>	<i>Far South 2010 Base</i>	<i>2010 Difference</i>	<i>2010 Percentage Changes</i>
Red Line					
Howard—Addison	49,000	47,830	50,160	2,330	5%
Belmont-Grand	39,100	50,460	54,720	4,260	8%
Harrison—95 th (Dan Ryan)	56,700	84,150	86,110	1,960	2%
Green Line					
South Main (35 th –58 th)	10,800	5,790	5,690	-100	-2%
Jackson Park Branch	5,600	6,040	6,660	620	10%
Englewood Branch	6,150	4,270	4,210	-60	-1%
Orange Line					
Halsted-Midway	22,150	24,490	24,310	-180	-1%
Brown Line					
Kimball—Mer. Mart (exc. Belmont and Fullerton)	31,550	30,550	30,750	200	1%

Overall, bus ridership in the corridor increased more than 6% for CTA and 2% for Pace as shown in Appendix B. The most significant increases occurred in north-south Route 27 South Deering, Route 34 South Michigan, Route 119 Michigan/119th and two east-west routes on 79th and 87th streets. The increases in the bus ridership can be attributed to the three redevelopment areas proposed in the study area.

2.3.2 CBD Cordon Counts

CBD cordon counts for the CTA rail lines are tabulated at eight locations as shown in Table 3. Due to potential residential and industrial redevelopment in the study area, the CBD cordon counts are projected to increase 11,500 daily, or 2%, as compared with the previous projections for the Master Plan. This increase in total activity at the CTA cordons has two causes. The first is the shift in the location where the CTA rail riders make their transfers. The second, and more important, is that the changes made to the productions and attractions in the Far South study area had a disproportionate effect on the destination zones that are served by the Ravenswood train. This disproportionate effect caused most of the shift in rail ridership from west to north.

Table 3: Revised 2010 Base Rapid Transit Cordon Count Forecasts

Corridor Location		Master Plan 2010 Base	Far South 2010 Base	Difference	
				#	%
South	Green Line South @ Roosevelt	28,880	29,560	680	2%
	Dan Ryan @ Roosevelt	126,410	129,260	2,850	2%
	Midway @ Roosevelt	34,470	34,140	-330	-1%
	Subtotal	189,760	192,960	3,200	2%
West	Congress/Douglas @ Halsted	64,970	69,350	4,380	7%
	Green Line West @ Halsted	43,550	30,380	-13,170	-30%
	O'Hare @ Division	96,270	94,080	-2,190	-2%
	Subtotal	204,790	193,810	-10,980	-5%
North	Ravenswood/Evanston @ Chicago	51,940	69,910	17,970	35%
	Howard @ Chicago	107,210	108,520	1,310	1%
	Subtotal	159,150	178,430	19,280	12%
TOTAL		553,700	565,200	11,500	2%

2.3.3 District to District Flows

Figure 1 displays district boundaries created for the study area and Appendix B shows the district-to-district flows by auto and transit modes. An analysis of the person trip flow information indicates that trips internal to the study area have the highest proportion. Major connections to the study area are South Suburban Cook, South Lake Front Chicago, and Far Southwest Chicago. In addition, trips attracted to the Central Chicago and Southwest Chicago districts from the study area account for 14% and 9% respectively.

The transit trip table by district shows that the Far South study area produces 120,500 and attracts 41,000 daily transit linked trips, representing 7.5% of the production and 2.5% of the attraction share of the 1.6 million regional weekday linked transit trips. The table and desire lines (see Figure 2) also reveal that over 42% of transit trips from the study area are destined to the Central Chicago District. Other major attractions for the study area for transit users are South Lake Front Chicago and Southwest Chicago districts as well as the study area.

With the exception of North Suburban Cook, transit mode shares are high in the city regardless of production from or attraction to the Far South study area. Trips to the Central Chicago District from the study area exceed 60% of total trips. One finding worth mentioning is that the transit mode share from/to the study area is much higher in further away Chicago districts than in adjacent districts. Higher transit mode share is also found among trips from the study area as compared to trips to the study area, with 22% and 15% respectively.

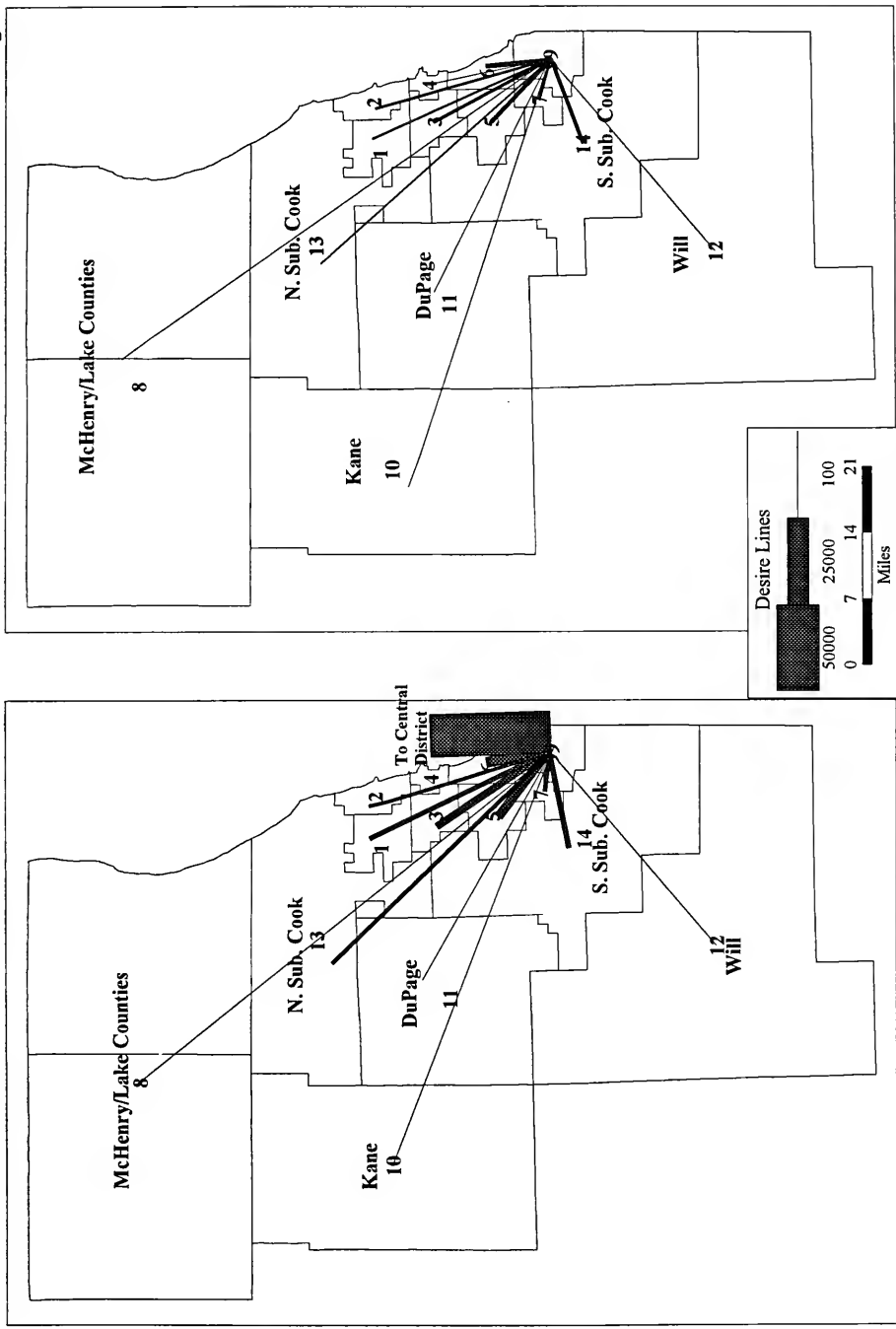
Overall, the revised 2010 Base forecasts are reasonable and will serve as the base for the alternative comparisons.

Figure 2

Revised 2010 Base Daily Linked Transit Trips

From Far South Chicago

To Far South Chicago



3 Alternative 1 – Commuter Rail Enhancement

This section first summarizes the network changes and assumptions to build Alternative 1, the Commuter Rail Enhancement, in Far South Chicago. The ridership forecasts that resulted from the RTA travel demand forecasting models are then presented and analyzed.

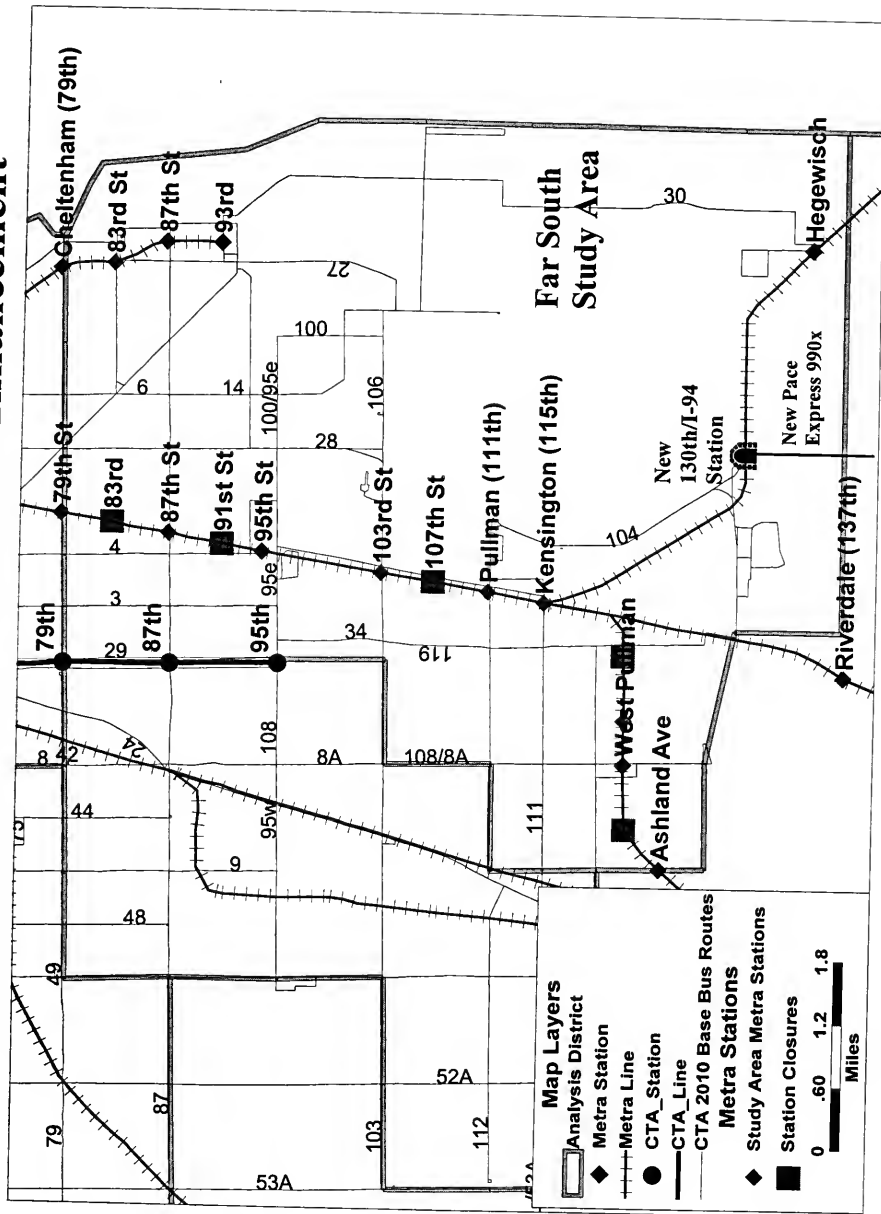
3.1 Proposed Transportation System Changes

As was presented in the September 17, 1998 Memo from PB (Appendix C), the commuter rail enhancement alternative consists of a Metra station addition, Metra station consolidation, fare integration, headway alteration, and park and ride coverage changes. The goal of this alternative is to enhance Metra Electric services in the study area for the year 2010. Specific transit network changes are documented as follows and shown in Figure 3.

- ♦ Fare Change – Fares between bus and the entire Metra Electric Line will be integrated so that transfers between these services will be \$0.30 instead of previous full CTA or Pace fares.
- ♦ Metra Station Change – Six Metra stations will be eliminated: the Racine and State stations on the Blue Island branch, and the 107th, 91st, 83rd and 75th stations on the Main Line. A new station at 130th/I-94 on the South Shore will be added with the same level of service as Hegewisch. The station consolidation will decrease the average line haul travel time on all trains that pass through the main line north of Kensington.
- ♦ Metra Service Change – Two new trains per hour will be added during rush hours on the Blue Island Branch and one new train on the South Shore. Similar service improvement is also proposed during off peak hours from the revised base of one train per 2 or 3 hours to hourly bi-directional service on Metra Electric District.
- ♦ Park and Ride – New expanded park and ride access links are proposed at four Metra stations: West Pullman, Kensington, 95th Street, and 130th/I-94.
- ♦ CTA Bus Service Change – Route 34 extended east to serve the new 130th/I-94 station.
- ♦ Pace Bus Service Change – New Pace express bus service following Sauk Trail/Cottage Grove and IL394 (Route 990x) will be added to connect South Suburban Cook County with the new 130th/I-94 station.

In Alternative 1, Pace Route 358 was updated to reflect the current route structure. This alternative contains the correction by adding approximately 5 miles coverage to the route, and thus higher ridership will be expected when compared to the base.

Figure 3
Alternative 1: Commuter Rail Enhancement



3.2 2010 Alternative 1 Ridership Forecasts

3.2.1 Station Boardings

The rail station boarding forecasts are attached in Appendix C. Due to the fare integration, shorter headways, station consolidation and addition, and improved park and ride connections to Metra Electric District services, increases in Metra ridership are expected as shown in Table 4. Substantial ridership increases are observed in the 75th to Kensington portion of the Main Line and on the Blue Island Branch. Some of these increases are due to redistribution among Metra services in the study corridor, particularly from Beverly Branch of Rock Island District to Blue Island Branch and from the south Chicago branch to the Electric Main Line. Some of increases are due to diversions from the CTA Dan Ryan Branch and Green Line South Branch as shown in Table 5. Ridership increased on the South Shore primarily due to the new station at 130th/I-94 and all the related improvements proposed in this alternative.

Table 4: Alternative 1 Metra Station Boarding Forecasts*

Metra Lines	Far South 2010 Base	Far South 2010 Alt 1	Difference	Percentage Change
Metra Electric District				
Main Line				
Roosevelt Road- 63rd	3,480	4,070	590	17%
75th -- Kensington	1,730	4,810	3,080	178%
Riverdale -- University	16,340	16,380	40	0%
Blue Island Branch	1,190	2,860	1,670	140%
South Chicago Branch	3,440	3,110	-330	-10%
Rock Island District				
Main Line				
95th -- Blue Island/Vermont	1,260	1,230	-30	-2%
Robbins -- Joliet	7,830	7,850	20	0%
Beverly Branch	6,920	6,540	-380	-6%
South Shore				
130 th /I-94-Hegewisch	1,930	3,050	1,120	58%

* More changes in ridership forecasts are expected if downtown stations are included in the tabulation.

Table 5: Alternative 1 CTA Station Boarding Forecasts*

CTA Rapid Transit	Far South 2010 Base	Far South 2010 Alt 1	Difference	Percentage Change
Red Line				
Howard-Addison	50,160	50,150	-10	0%
Belmont-Grand	54,770	54,310	-460	1%
Harrison-95 th Dan Ryan Branch	86,110	83,530	-2,580	-3%
Green Line				
South Main (35 th --58 th)	5,690	5,560	-130	-2%
Jackson Park Branch	6,660	6,130	-530	-8%
Englewood Branch	4,210	4,220	10	0%
Orange Line				
Halsted-Midway	24,310	24,340	30	0%

* More changes in ridership forecasts are expected if downtown stations are included in the tabulation.

3.2.2 Bus Route Ridership

Overall, bus ridership in Alternative 1 in the Far South study area will decrease 2% for CTA and 3% for Pace as compared to the 2010 base (Table 6 and Appendix C). The loss in ridership on north-south oriented bus routes is due to diversion to the more attractive Metra Electric services; and the decreases in east-west oriented buses are likely due to enhanced park and ride coverage in the study area, which encourages transit travelers to use auto access instead of bus. Some ridership increases will be found in a few CTA routes serving both east-west and north-south directions, due in part to improved Metra Electric services.

Outside the study area, there are changes in bus use as well. Pace bus use increased on several routes that feed the Metra Electric line – Pace 451, 452, 454 in Homewood, for example. The proposed transfer fare policy of \$.30 for Metra Electric stations clearly had a ripple effect on all travelers in the Metra Electric commuter service area.

Table 6: Alternative 1 Study Area Bus Ridership Forecasts

Study Area Bus Routes*	1990	2010 Base	Alternative 1	Compared with 2010 Base	
	Observed Counts	Forecasted boardings	Forecasted boardings	#	%
CTA North-South (NS) Routes	143,630	142,100	140,590	-1,510	-1%
CTA East-West (EW) Routes	78,450	97,850	94,710	-3,140	-3%
CTA NS /EW or Diagonal Routes	10,560	27,990	28,260	270	1%
CTA TOTAL	232,640	267,940	263,560	-4,380	-2%
Pace Routes	18,400	22,440	21,770	-670	-3%

* see Appendix C, #4

It must be kept in mind that attractive discounts are offered on transfers between Metra and CTA/Pace bus only at the Metra Electric station sites. It is likely there will be travelers who make substantial changes in their transit trips to take advantage of this savings. In the study corridor or nearby areas, logical travelers might be expected to leave CTA rail for Metra. In south suburban Cook, these travelers may have a higher use of Pace serving Metra Electric stations.

3.2.3 CBD Cordon Counts

CBD cordon counts for CTA rail lines are tabulated at eight locations as shown in Table 7. Due to the Metra station consolidation and enhancement in Far South Chicago, CTA rail has become less attractive and its total ridership has decreased, lowering the number of trips crossing the CBD cordons of the south side –Dan Ryan and Green Line South – by 1%.

Table 7: Alternative 1 Rapid Transit CBD Cordon Count Forecasts

Corridor Location		Far South 2010 Base	Far South Alternative 1	Difference	
				#	%
South	Green Line South @ Roosevelt	29,560	28,260	-1,300	-4%
	Dan Ryan @ Roosevelt	129,260	125,070	-4,190	-3%
	Midway @ Roosevelt	34,140	34,190	50	0%
	Subtotal	192,960	187,520	-5,440	-3%
West	Congress/Douglas @ Halsted	69,350	69,310	-40	0%
	Green Line West @ Halsted	30,380	30,360	-20	0%
	O'Hare @ Division	94,080	94,070	-10	0%
	Subtotal	193,810	193,740	-70	0%
North	Ravenswood/Evanston @ Chicago	69,910	69,920	10	0%
	Howard @ Chicago	108,520	108,410	-110	0%
	Subtotal	178,430	178,330	-100	0%
TOTAL		565,200	559,590	-5,610	-1%

3.2.4 District to District Flows

District to district trip tables are also attached in Appendix C. The Metra rail enhancement strategy has the overall effect of increasing the total number of daily transit person trips by approximately 2,500, with South Suburban Cook providing the main area of growth in transit tripmaking. Apart from this increase, there is very little difference in the transit trip table by district between the 2010 base and Alternative 1. The overall travel patterns: high proportion of internal trips and strong connections to adjacent districts, remain the same as the 2010 Base. Regional transit mode share is projected to be similar at 8 percent.

4 Alternative 2 – Red Line Extension to 130th

This section summarizes the network changes and assumptions necessary to build an extension of the Dan Ryan rapid transit line to 130th Street. This extension, known as Alternative 2, incorporates all the changes requested by CDOT and their consultant PB. The ridership forecasts that resulted from the RTA travel demand forecasting models are presented and analyzed.

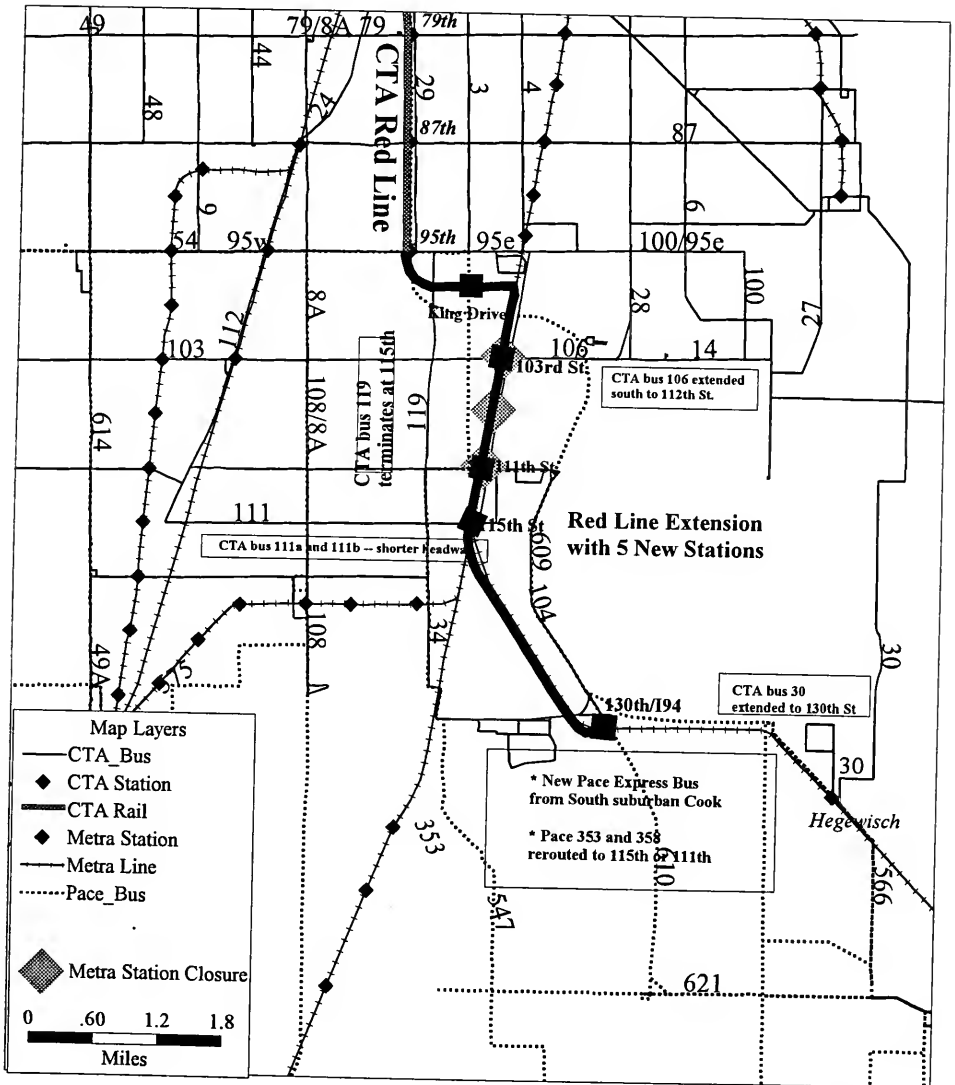
4.1 Proposed Transportation System Changes

As was presented in the September 18, 1998 Memo from PB (Appendix D), a 6.4-mile extension of the Red Line rapid service from 95th to 130th Streets provides the core of Alternative 2. This rail extension is enhanced with closures of some Metra stations, shifts in CTA and Pace feeder services, and the addition of both walk and auto access links. Specific transit network changes are documented as follows and shown in Figure 4.

- ◆ Red Line Extension – From 95th Street, this rail extension will follow I-94 (Bishop Ford Freeway) to the Illinois Central/Metra right of way. It will then use the IC right of way past 115th/Kensington where it will switch to the South Shore right of way. Five stations are proposed – King Drive, 103rd Street, 111th Street, 115th Street, and 130th Street/I-94. The level of service and travel speed for the extension will be the same as in the existing Red Line.
- ◆ Metra Station Closures – 103rd, 107th and 111th on the Metra Electric Mainline closed for all service.
- ◆ Park and Ride – New expanded park and ride access links focused on two new CTA stations – 115th and 130th Street.
- ◆ CTA Bus Service Changes – Route 34 extended east to 130th/I-94 station; Route 30 extended west to the 130th Street station; Route 106 extended east along 103rd and then south along Torrence Avenue; Routes 111a and 111b reduced headway from 7.5 to 3.75 minutes; and Route 119 turned east at 115th and terminated at the 115th Street station.
- ◆ Pace Bus Service Changes – Similar to the Pace bus changes in Alternative 1, a new Pace express bus route (Route 990x) added to connect South Suburban Cook County with the new 130th/I-94 station and Route 358 was recoded to reflect the current route structure. Route 353 itinerary was changed to go north on Cottage Grove then east on 111th Street to King Drive. Route 358 was extended west along Torrence Avenue to the 130th/I-94 station.

Figure 4

Alternative 2: Red Line Extension to 130th Street



4.2 2010 Alternative 2 Ridership Forecasts

4.2.1 Station Boardings

The rail station boarding forecasts are attached in Appendix D. Due to the addition of the Red Line extension to 130th Street/I-94, the total Red Line ridership is expected to rise as shown in Table 8. The most significant changes in ridership among CTA rail services are on the Red Line and the Green Line Jackson Park Branch. Forecasts show the 6.4-mile Red Line extension with five new stations attracting a total of more than 23,000 riders, over 11,500 of them new to CTA rail. The forecast indicates that about 50% of the extension riders would be previous users of the Red Line station at 95th Street. Most of the new extension riders would be diverted from Metra, CTA Green Line, and bus service. The forecast also shows noticeable ridership increases on all the branches of the CTA Blue Line in addition to the ridership expansion on the Red Line.

Table 8: Alternative 2 CTA Rail Station Boarding Forecasts*

CTA Rapid Transit	Far South 2010 Base	Far South 2010 Alt 2	Difference	Percentage Change
Red Line				
Howard-Addison	50,160	50,330	170	0%
Belmont-Grand	54,720	55,790	1,070	2%
Harrison-95 th Dan Ryan Branch	86,110	97,580	-11,470	-13%
King-130 th /I-94 Dan Ryan		23,230	23,230	
Green Line				
South Main (35 th --58 th)	5,690	5,630	-60	-1%
Jackson Park Branch	6,660	6,040	-620	9%

* More changes in ridership forecasts are expected if downtown stations are included in the tabulation.

Introduction of the Red Line extension has a negative impact on the Metra Electric services despite some improvement in travel times as result of the closures of the three Metra stations. Table 9 shows the ridership impact for the Metra Electric services. Overall, Metra would lose more than 800 station boardings outside the CBD area due to the competition from the Red Line extension.

Table 9: Alternative 2 Metra Station Boarding Forecasts*

Metra Electric District	Far South 2010 Base	Far South 2010 Alt 2	Difference	Percentage Change
Main Line (excl CBD)				
Roosevelt Road- 63rd	3,480	3,360	-120	-3%
75th -- Kensington	1,730	1,410	-320	-19%
Riverdale -- University	16,340	16,110	-230	-1%
Blue Island Branch	1,190	1,100	-90	-8%
South Chicago Branch	3,440	3,320	-120	-3%

* More changes in ridership forecasts are expected if downtown stations are included in the tabulation.

4.2.2 Bus Ridership

Overall, bus ridership in the Far South study area will decrease 3% for CTA and 6% for Pace. The decrease in bus ridership is likely due to the introduction of the Red Line extension to 130th/I-94 which competes directly with north-south bus services. Table 10 and Appendix D show that over 10,000 bus boardings would be lost on the eleven north-south routes; by contrast, east-west routes would gain more than 4,000 in ridership. Actually, east-west routes north of the 100th street are forecasted to lose ridership while those south of 100th Street gain substantially. This result is due to the presence of several new Red Line extension stations. Route 111 would also greatly increase ridership due to shortened headway. On the Pace side, the key increase took place on Route 358 as a result of a longer itinerary and on Route 990x, the new Pace south suburban Cook express which drew over 500 riders.

Table 10: Alternative 2 Study Area Bus Ridership Forecasts

Study Area Bus Routes*	1990	2010 Base	Alternative 2	Compared with 2010 Base	
	Observed Counts	Forecasted boardings	Forecasted Boardings	#	%
CTA North-South (NS) Routes	143,630	142,100	131,990	-10,110	-7%
CTA East-West (EW) Routes	78,450	97,850	101,980	4,130	4%
CTA NS /EW or Diagonal Routes	10,560	27,990	26,480	-1,510	-5%
CTA TOTAL	232,640	267,940	260,440	-7,500	-3%
Pace Routes	18,400	22,440	21,110	-1,330	-6%

* see Appendix D, #4

4.2.3 CBD Cordon Counts

CBD cordon counts for CTA rail lines are tabulated at eight locations as shown in Table 11. Due to the addition of the Red Line extension, the CTA CBD rail cordon counts are projected to increase over 12,000 daily, or 2%, as compared with the Far South 2010 base. As

mentioned earlier, the major increase would occur on the Red and Blue lines as a result of the Red Line extension. Ridership shift from Metra and buses contributed most to the increases.

Table 11: Alternative 2 Rapid Transit CBD Cordon Count Forecasts

Corridor Location		Far South	Far South	Difference	
		2010 Base	Alternative 2	#	%
South	Green Line South @ Roosevelt	29,560	28,360	-1,200	-4%
	Dan Ryan @ Roosevelt	129,260	138,980	9,720	8%
	Midway @ Roosevelt	34,140	34,180	40	0%
	Subtotal	192,960	201,520	8,560	4%
West	Congress/Douglas @ Halsted	69,350	70,750	1,400	2%
	Green Line West @ Halsted	30,380	30,440	60	0%
	O'Hare @ Division	94,080	95,180	1,100	1%
	Subtotal	193,810	196,370	2,560	1%
North	Ravenswood/Evanston @ Chicago	69,910	69,830	-80	0%
	Howard @ Chicago	108,520	109,770	1,250	1%
	Subtotal	178,430	179,600	1,170	1%
TOTAL		565,200	577,490	12,290	2%

4.2.4 District to District Flows

District-to-district travel flows are attached in Appendix D. The addition of the Red Line extension and related Metra and bus enhancements had the overall effect of shifting approximately 7,700 daily person trips from auto to transit. The forecast shows over six percent of the new transit trips would occur within the study area boundaries; and 14 percent would be CBD bound from the study area. It is worth mentioning that the Red Line extension has a high impact on transit accessibility not only to destinations in West and Southwest Chicago districts, but also to north suburban Cook, which accounts for more than 6% of the total new transit trips originating in the study area.

Similar to the 2010 base, transit mode shares are high in the city and north suburban Cook regardless of production from or attraction to the Far South study area. Trips to the Central Chicago district from the study area exceed 60% of transit mode share.

5 Alternative 3 – Red Line Extension to 103rd

This section first summarizes the network changes and assumptions necessary to build a 2.5 mile extension of the Dan Ryan rapid transit line. The ridership forecasts that result from the RTA travel demand forecasting models are then presented and analyzed.

5.1 Proposed Transportation System Changes

As was presented in the September 23, 1998 Memo from CDOT (Appendix E), an extension of the Red Line rapid transit service from 95th to 103rd Streets provides the basis of Alternative 3. This CTA rail extension will be enhanced with closures of some Metra stations, shifts in CTA and Pace bus connections, and the addition of both walk and drive links. Specific transit network changes are documented as follows and shown in Figure 5.

- ◆ Red Line Extension – From 95th Street, this rail extension will follow I-94 (Bishop Ford Freeway) to a new terminal station at 103rd Street. Two stations will be added – King Drive and 103rd Street. Level of service and travel speed for the extension is the same as in the existing Red Line.
- ◆ Metra Station Closures – Two stations on the Metra Electric Mainline, 103rd and 107th, closed for all service.
- ◆ Park and Ride – New expanded park and ride access links focused on the new CTA 103rd Street station. There is no park and ride at King Drive.
- ◆ CTA Bus Service Changes – Route 111 rerouted east along 103rd Street to the proposed 103rd Street terminal. Route 4 extended southward along Cottage Grove to 103rd and west along 103rd to the proposed station. Route 103 extended eastward to King Drive and north to the King Drive station with no operation north of 103rd.
- ◆ Pace Bus Service Changes – Route 353 itinerary changed to terminate at Chicago State University just north of the proposed station at King Drive with no operation on 95th Street.

Similar to Alternative 1 and 2, Pace Route 358, Torrence Avenue, was corrected by adding approximately 5 miles to reflect the current route structure, and thus higher ridership for the route will be expected when compared to the 2010 base.

5.1 2010 Alternative 3 Ridership Forecasts

5.1.1 Station Boardings

The rail station boarding forecasts are attached in Appendix E. Due to the addition of the Red Line extension to 103rd Street, the total Red Line ridership is expected to rise as shown in Table 12. The Red Line received a 2.5 mile extension with two new stations, and therefore this increased supply is able to attract a total of 6,190 riders. It appears that over 90% of the extension riders are redistributed from the previous terminal station at 95th, and that only 580 are new CTA riders, most of whom are diverted from Metra.

Figure 5

Alternative 3: Red Line Extension to 103rd Street

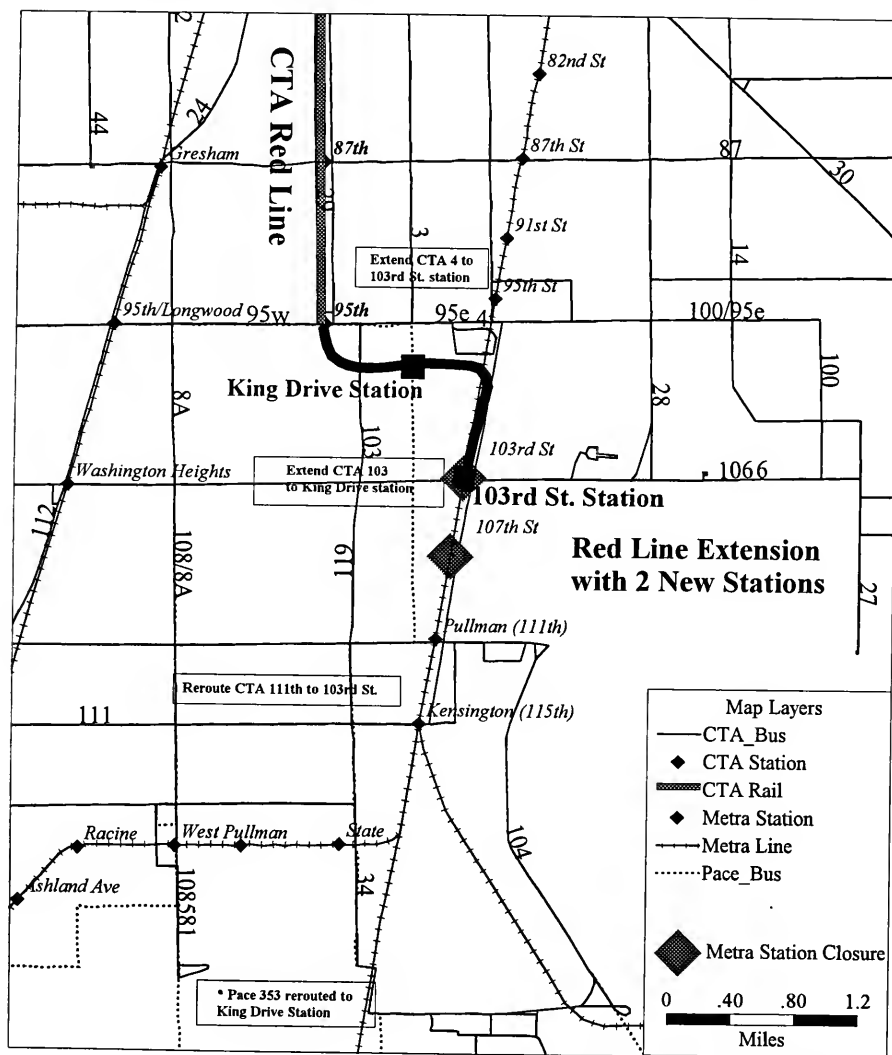


Table 12: Alternative 3 CTA Station Boarding Forecasts*

CTA Rapid Transit	Far South 2010 Base	Far South 2010 Alt 3	Difference	Percentage Change
Red Line				
Howard-Addison	50,160	50,180	20	0%
Belmont-Grand	54,720	54,810	90	0%
Harrison-95 th Dan Ryan Branch	86,110	80,500	-5,610	-7%
King-103rd	0	6,190	6,190	
Green Line				
South Main (35 th -58 th)	5,690	5,610	-80	-1%
Jackson Park Branch	6,660	6,620	-40	-1%

* More changes in ridership forecasts are expected if downtown stations are included in the tabulation.

Metra ridership is expected to fall due to the introduction of the new competing CTA rail service. Table 13 shows Metra ridership in the study corridor. Some ridership shift from Metra to CTA is anticipated as a result of the closure of the two Metra stations, which are located at similar locations to the two CTA extension stations. As indicated in the table, a 19% decrease in ridership on Electric Main Line between 75th and Kensington is expected.

Table 13: Alternative 3 Metra Station Boarding Forecasts*

Metra Electric District	Far South 2010 Base	Far South 2010 Alt 3	Difference	Percentage Change
Main Line				
Roosevelt Road- 63rd	3,480	3,450	-30	-1%
75th -- Kensington	1,730	1,400	-330	-19%
Riverdale -- University	16,340	16,330	-10	-0%
Blue Island Branch	1,190	1,200	-10	-1%
South Chicago Branch	3,440	3,420	-20	-1%

* More changes in ridership forecasts are expected if downtown stations are included in the tabulation.

5.1.2 Bus Ridership

Overall, bus ridership in the Far South study area will decrease less than 1% for CTA and increase 1% for Pace. The shift in ridership among bus routes is related to the diversion of transit trips from the CTA rail station at 95th to the station at 103rd. For example, CTA east-west oriented Route 95e, which experienced a 49% drop in ridership, is a feeder bus that principally serves the 95th Street CTA rail station. This loss is directly related to the lower number of boardings at the 95th Street Red Line station. The CTA buses in the study area that will increase significantly are Route 4 and Route 111, both of which were extended to serve the proposed station at 103rd. Ridership forecasts by bus route in the study area are presented in Table 14 and Appendix E.

Table 14: Alternative 3 Study Area Bus Ridership Forecasts

Study Area Bus Routes*	1990	2010 Base	Alternative 3	Compared with 2010 Base	
	Observed Counts	Forecasted boardings	Forecasted boardings	#	%
CTA North-South (NS) Routes	143,630	142,100	142,760	660	0%
CTA East-West (EW) Routes	78,450	97,850	97,460	-390	0%
CTA NS /EW or Diagonal Routes	10,560	27,990	26,530	-1,460	-5%
CTA TOTAL	232,640	267,940	266,750	-1,190	0%
Pace Routes	18,400	22,440	22,570	130	1%

* see Appendix E, #4

5.1.3 CBD Cordon Counts

CBD cordon counts for CTA rail lines are tabulated at eight locations as shown in Table 15. Due to the addition of the Red Line extension, the CBD cordon counts are projected to increase by approximately 1,000 daily, or less than 1%, as compared with the Far South base. Ridership shift from Metra and CTA buses to CTA rail contributed most to the increase.

Table 15: Alternative 3 Rapid Transit CBD Cordon Count Forecasts

Corridor Location		Far South 2010 Base	Far South Alternative 3	Difference	
				#	%
South	Green Line South @ Roosevelt	29,560	29,470	-90	0%
	Dan Ryan @ Roosevelt	129,260	130,060	800	1%
	Midway @ Roosevelt	34,140	34,160	20	0%
	Subtotal	192,960	193,690	730	0%
West	Congress/Douglas @ Halsted	69,350	69,410	60	0%
	Green Line West @ Halsted	30,380	30,400	20	0%
	O'Hare @ Division	94,080	94,190	110	0%
	Subtotal	193,810	194,000	190	0%
North	Ravenswood/Evanston @ Chicago	69,910	69,910	0	0%
	Howard @ Chicago	108,520	108,630	110	0%
	Subtotal	178,430	178,540	110	0%
TOTAL		565,200	566,230	1,030	0%

5.1.4 District to District Flows

District-to-district trip tables are attached in Appendix E. The addition of the Red Line extension and related bus enhancements had the overall effect of shifting approximately 700 daily riders from auto to transit. New transit productions occurred largely within the Far South study area accounting for more than 80%. New transit attractions were more dispersed

with the Far South getting 26%, the CBD 17%, and West and South West Chicago each getting 13%.

Transit mode shares are high in the city and North Suburban Cook regardless of production from or attraction to the Far South study area. Transit trips to the Central Chicago District from the study area exceed 60% of total trips.

6 Alternative Comparisons

In the following section, the three 2010 alternatives are compared. The RTA does not necessarily advocate or endorse any of the CDOT alternatives. The purpose of this comparative analysis is to see who benefits from each proposed transit improvement.

The impacts of each alternative on the study area and other geographical units are presented in the following two tables. Table 16 displays transit mode shares by attraction locations. All three alternatives have similar transit mode shares with

Table 16: Total Linked Person Trips by Mode by Attraction/Locations

<i>Person Trips</i>	<i>2010 Far South Base</i>	<i>2010 Far South Alt 1</i>	<i>2010 Far South Alt 2</i>	<i>2010 Far South Alt 3</i>
Total Region	21,212,828	21,212,828	21,212,828	21,212,828
Auto	19,594,831	19,592,316	19,587,133	19,594,122
Transit	1,617,939	1,620,454	1,625,637	1,618,648
Transit share	7.63%	7.64%	7.66%	7.63%
Chicago Attractions	5,733,690	5,733,690	5,733,690	5,733,690
Auto	4,317,249	4,315,426	4,311,479	4,192,324
Transit	1,416,438	1,418,261	1,422,498	1,417,117
Transit share	24.7%	24.7%	24.8%	24.7%
Central District Attractions	1,547,208	1,547,208	1,547,211	1,547,211
Auto	729,108	727,906	727,424	728,988
Transit	818,100	819,302	819,787	818,223
Transit share	52.9%	53.0%	53.0%	52.9%
Far South Attractions	285,057	285,057	285,056	285,056
Auto	244,094	244,051	242,387	243,911
Transit	40,963	41,006	42,669	41,145
Transit share	14.4%	14.4%	15.0%	14.4%
Far South Productions	575,430	575,430	575,432	575,432
Auto	454,959	454,545	450,408	454,368
Transit	120,471	120,885	125,024	121,064
Transit share	20.9%	21.0%	21.7%	21.0%

Alternative 2 having slightly higher values. Central District (see Figure 2) attracts transit trips the most, accounting for more than 52% of the total trips; City of Chicago has moderate transit share with 25%; and the region as a whole has transit share of 8%. For the study area, all three alternatives have higher transit mode share from production sites than to attraction sites with 21% and 15% respectively.

Analysis of the number of trips diverted from auto to transit provides some insight into how well each transit enhancement benefits travelers differently throughout the region. Table 17 summarizes the new transit trips diverted from auto by several geographic units. Alternative 2, Red Line Extension to 130th, has the highest impact among the three alternatives, attracting more than 7,700 new transit linked trips. This alternative would serve not only the study area residents/workers, but also the Central District and other Chicago districts. By contrast, Alternative 1, Commuter Rail Enhancement, serves fewer of the Far South study area's residents/workers as compared to the rapid transit extension alternatives. Almost 50% of new transit riders would be attracted to the Chicago Central District for this alternative. Overall impact on Alternative 3, Red Line Extension to 103rd Street, is quite limited, diverting only 710 auto trips to transit. This short extension provides attractive transit services largely for travelers residing in the Far South study area and in other parts of the city of Chicago.

Table 17: Comparison of Daily Person Trips Diverted from Auto to Transit

Person Trips	2010 Alternative 1	2010 Alternative 2	2010 Alternative 3
Total regional transit trips diverted from auto	2,520	7,700	710
City of Chicago Attractions			
Trips diverted from auto to transit	1,820	6,060	680
% of the regional total	72%	79%	96%
Central District Attractions			
Trips diverted from auto to transit	1,200	1,690	120
% of the regional total	48%	22%	17%
Far South Attractions			
Trips diverted from auto to transit	40	1,760	180
% of the regional total	2%	23%	25%
Far South Production			
Trips diverted from auto to transit	410	4,550	590
% of the regional total	16%	59%	83%

i:\farsouth\word_docs\cdot2.doc

Appendix A

Memorandum of Understanding Between Chicago Department of Transportation and The Regional Transportation Authority



Regional Technical Assistance Program

MEMORANDUM OF UNDERSTANDING

Between Chicago Department of Transportation and

The Regional Transportation Authority

August 31, 1998

For

Chicago Far South Transportation Study Ridership Forecasts for Major Alternatives

Whereas, the Chicago Department of Transportation (CDOT) has applied for assistance under the Regional Transportation Authority (RTA) Regional Technical Assistance Program (RTAP) for the Chicago Far South Transportation Study Ridership Forecasts;

Whereas, the RTA has reviewed and approved this application for assistance; and

Whereas, the RTA has secured 1998 Unified Work Program (UWP) funds for this project.

This Memorandum of Understanding details the scope of services, approach, schedule and other responsibilities of the parties for the Chicago Far South Transportation Study Ridership Forecasting Project.

Summary of Services

The System Planning Division of the RTA will provide ridership forecasts by October 20, 1998 for a base and three rail alternatives using the RTA's demand forecasting models. If time or schedule permits*, the RTA will provide ridership forecasts for one additional alternative. The RTA will furnish CDOT the following output measures for each alternative:

- Station and rail line boardings;
- Change in transit ridership;
- Travel times and changes for selected zone pairs;
- South Corridor Rail CBD cordon counts; and
- Transit mode shares for selected zone pairs.

In addition to these output measures, the RTA will also provide CDOT with a technical memorandum documenting the forecasting results.

Ridership Forecasting Approach

With limited time available, 2010 demographic and ridership forecasts will be used for all the alternatives proposed by CDOT. This forecast year was previously prepared by the RTA for

* After October 20, 1998, the RTA will have to devote demand forecasting resources to the Northwest Corridor Transit Feasibility Study.

the City of Chicago Master Transportation Plan. The 2010 ridership forecasts used Northeastern Illinois Planning Commission's 2010 interim population and employment projections, released by the Commission in August of 1994. The socio-economic projections showed over 2.9 million people and 1.6 million jobs in the City of Chicago by the year 2010.

Detailed examination of the study area transportation network will be performed before alternative testing. The RTA will initially inspect the 2010 base network. CDOT will review the output of the 2010 base and provide the RTA with a list of changes to the 2010 base. Due to the time constraints, the RTA will only make limited changes, so that more effort can be placed on the alternative testing.

CDOT will also be responsible for network coding specifications of the alternatives including station locations, line segment length, travel time or speed, headway, feeder bus services, park and ride facilities and fare structure.

The RTA will be involved in the alternatives discussion and evaluation process so that the forecasting results can be interpreted in context.

Schedule and Staffing

The work is expected to start on September 4 and be completed by October 20, 1998. In order to complete the work within the schedule, CDOT will provide the RTA with 2010 base review results by September 8, and the first alternative specification by September 10. All other alternative specifications will be provided by September 14, 1998.


Two RTA staff will be assigned to the project. Supin Yoder will be Project Manager and Mary Lupa will assist with the project. About three person-months of effort are anticipated to complete the project.

Funding

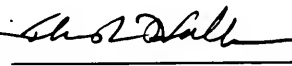
The project will be funded by \$35,000 in Federal Transit Administration planning grant funds and RTA matching funds as shown in the following table. Funds will be used to support RTA staff time.

Total Funds	Federal Funds	RTA Funds
\$35,000	\$28,000	\$7,000

Signature:


Richard J. Bacigalupo
Executive Director
Regional Transportation Authority
9/11/98

Signature:


Thomas R. Walker
Commissioner
Chicago Department of Transportation
9/11/98

Date:

Date:

Appendix B

Revised 2010 Base Ridership Forecasts



Memorandum

APPENDIX B #1

DATE: September 14, 1998

TO: Ms. Supin Yoder, RTA

FROM: Mark Fialkowski

SUBJECT: CDOT Far South Transportation Study - **Study Area and Trip Table Changes**

Last Friday Rich Hazlett and I reviewed the 1990 and 2010 population and employment data that you sent on Wednesday, and request that several adjustments be made.

Study Area

Please remove zones 1174, 1180 and 1114 from the Study Area. The resulting population and employment totals are shown below.

Far South	RTA Zone System (after 3 zones removed)			Market Analysis 1/4 Section Aggregation		
	1990	2010	Change	1990	2020	Change
Population	265,623	268,332	2709	263,100	285,000	21,900
Employment	52,240	55,425	3185	50,300	57,500	7200

Trip Table Factors

Please multiply each cell in the 2010 trip tables by the following factors -

Zone	Work Table Row	Work Table Column	Other Table Row	Other Table Column
1120	1.75	1.0 (no change)	1.5	1.5
1186	1.05	1.0	1.03	1.03
1187	1.05	1.05	1.05	1.05
1191	1.05	1.0	1.03	1.03
1192	1.0	1.15	1.05	1.05
1194	1.00	2.0	1.5	1.5
1203	1.00	1.6	1.2	1.2

These 2010 adjustments reflect specific developments and programs in three locations -

- **USX** - The redevelopment of this 570-acre site should be well underway by 2010. Based on the preliminary development schemes, we have estimated that 2000 people should be added to zone 1120 and 2000 employees to zone 1203.
- **West Pullman Industrial TIF** - This TIF is expected to create up to 5600 jobs at full build-out. We have allocated 1500 jobs to zone 1194 for this TIF.
- **119th/Halsted and Roseland/Michigan Redevelopment Areas** - Three of the four RTA zones in this area drop in population between 1990 and 2010 and two of four drop in employment. These forecasts run counter to the stabilization and infill objectives of Redevelopment Areas. The 2010 trip table will be adjusted to reflect the following: employment - zone 1187 +5%, zone 1192 +15%; population 1186 +5%, 1187 +5%, 1191+5%, for a total change of 2000 people and 600 jobs.

The total of these changes is approximately 4000 people and 4100 jobs. The adjusted 2010 employment would then be equal to the 2020 value while the population would be 18,000 less.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farSouth\Fs10brai.w Yoder/Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed	Master Plan	2010 Fratar Work Trip Table		
	Counts* total boardings	4/1/96 adjusted boardings	9/18/98 adjusted boardings	Compared With 2010 Base	
				#	%
Downtown Stations					
Union Station	42,356	55,454	55,461	7	0%
C&NW Station	38,938	45,252	45,237	(15)	-0%
Clybourn	682	1,004	1,021	17	2%
Randolph	19,564	20,944	20,907	(37)	-0%
Van Buren St.	7,305	9,056	9,156	100	1%
LaSalle Station	14,874	15,941	15,770	(171)	-1%
Total	123,719	147,651	147,552	(99)	-0%
Burlington Northern					
Aurora	973	1,208	1,217	9	1%
Route 59	1,734	3,043	3,043		
Naperville	3,231	3,615	3,615		
Lisle	2,237	1,841	1,841		
Tollway/I-355		660	660		
Belmont	1,423	2,035	2,035		
Main	2,052	2,561	2,562	1	0%
Fairview	547	580	580		
Westmont	1,239	1,835	1,835		
Clarendon Hills	979	1,166	1,166		
West Hinsdale	336	304	304		
Hinsdale	1,099	866	866		
Highlands	210	283	283		
Western Springs	1,152	1,099	1,099		
Stone Avenue	1,108	502	501	(1)	-0%
La Grange	1,450	2,505	2,504	(1)	-0%
Congress Park	107	165	165		
Brookfield	617	890	890		
Hollywood	121	178	178		
Riverside	477	624	625	1	0%
Harlem	748	780	779	(1)	-0%
Berwyn	862	1,044	1,044		
LaVergne	247	(26)	(26)		
Clyde	127	228	228		
Cicero	177	284	284		
Western	104	275	274	(1)	-0%
Halsted	44	47	48	1	2%
Total	23,401	28,592	28,600	8	0%
C&NW-North					
Kenosha	283				
Winthrop Harbor	28	(28)	(28)		
Zion	88	222	221	(1)	-0%
Waukegan	772	990	989	(1)	-0%
North Chicago	175	329	329		
Great Lakes	96	104	104		
Lake Bluff	369	439	439		
Lake Forest	683	723	723		
Fort Sheridan	323	492	492		
Highwood	273	172	172		
Highland Park	1,211	1,208	1,208		

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\lemmepost\far south\fs10brai.w Yoder/Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed	Master Plan	2010 Fratar Work Trip Table		
	Counts*	4/1/96	9/18/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
Ravinia	317	387	386	(1)	-0%
Braeside	305	287	286	(1)	-0%
Glencoe	782	868	868		
Hubbard Woods	453	915	914	(1)	-0%
Winnetka	691	706	705	(1)	-0%
Indian Hills	367	363	362	(1)	-0%
Kenilworth	498	328	326	(2)	-1%
Wilmette	1,449	1,569	1,563	(6)	-0%
Central	1,273	1,088	1,086	(2)	-0%
Evanston	1,114	1,311	1,304	(7)	-1%
Main	839	835	833	(2)	-0%
Rogers Park	873	1,006	993	(13)	-1%
Ravenswood	628	799	772	(27)	-3%
Total	13,890	15,113	15,047	(66)	-0%
C&NW - Northwest					
McHenry	128	204	204		
Harvard	171	129	129		
Woodstock	323	544	544		
Crystal Lake	1,243	1,687	1,689	2	0%
Cary	732	955	955		
Fox River Grove	351	378	378		
Barrington	1,811	2,494	2,494		
Palatine	2,002	3,654	3,655	1	0%
Arlington Park	1,825	1,898	1,898		
Arlington Heights	3,180	2,342	2,342		
Mt. Prospect	2,075	3,258	3,259	1	0%
Cumberland	529	650	650		
Des Plaines	1,139	346	348	2	1%
Dee Road	403	615	612	(3)	-0%
Park Ridge	825	904	908	4	0%
Edison Park	400	199	199		
Norwood Park	241	684	689	5	1%
Gladstone Park	91	98	98		
Jefferson Park	610	650	630	(20)	-3%
Irving Park	275	329	336	7	2%
Total	18,354	22,018	22,017	(1)	-0%
C&NW - West					
Geneva	1,374	1,857	1,864	7	0%
West Chicago	489	978	978		
Winfield	561	1,368	1,368		
Wheaton	2,124	2,448	2,449	1	0%
College Avenue	983	1,528	1,528		
Glen Ellyn	2,058	1,219	1,219		
Lombard	1,132	1,490	1,490		
Villa Park	1,140	1,784	1,784		
Elmhurst	1,706	1,871	1,870	(1)	-0%
Berkeley	231	(69)	(70)	(1)	1%
Bellwood	193	(11)	(10)	1	-9%
Melrose Park	118	200	199	(1)	-1%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farsoth\fs10brai.w Yoder\Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed Counts*	Master Plan 4/1/96 adjusted boardings	9/18/98 adjusted boardings	2010 Fratar Work Trip Table	
				Compared With 2010 Base	
				#	%
Maywood	90	161	161		
River Forest	294	379	379		
Oak Park	1,058	1,050	1,050		
Kedzie	43	44	43	(1)	-2%
Total	13,594	16,297	16,302	5	0%
Chicago, S.S. & S.B.					
Hegewisch	1,535	1,929	1,933	4	0%
Total	1,535	1,929	1,933	4	0%
Metra Electric					
Blue Island	329	451	451		
Burr Oak	295	573	573		
Ashland Avenue	143	322	160	(162)	-50%
Racine Avenue	74	(27)	23	50	-185%
West Pullman	52	(172)	(56)	116	-67%
Stewart Ridge	69	67	66	(1)	-1%
State Street	97	52	(32)	(84)	-162%
Subtotal	1,059	1,266	1,185	(81)	-6%
93rd/S Chicago		569	650	81	14%
91st/S Chicago	1,021				
87th	370	213	207	(6)	-3%
83rd	497	637	835	198	31%
Cheltenham	283	542	537	(5)	-1%
Windsor Park	333	535	352	(183)	-34%
South Shore	444	186	217	31	17%
Bryn Mawr	236	346	349	3	1%
Stoney Island	247	296	292	(4)	-1%
Subtotal	3,431	3,324	3,439	115	3%
University Park	803	809	809		
Richton Park	1,608	1,365	1,365		
Matteson	1,073	2,010	2,010		
211th	1,135	1,183	1,183		
Olympia Fields	263	426	426		
Flossmoor	1,291	1,687	1,688	1	0%
Homewood	1,697	2,196	2,196		
Calumet	1,175	728	728		
Hazel Crest	848	503	502	(1)	-0%
Harvey	1,456	1,876	1,871	(5)	-0%
147th	1,576	1,719	1,718	(1)	-0%
Ivanhoe	1,230	1,208	1,203	(5)	-0%
Riverdale	612	639	638	(1)	-0%
Subtotal	14,767	16,349	16,337	(12)	-0%
Kensington/115th	1,342	1,023	1,033	10	1%
Pullman/111th	48	50	49	(1)	-2%
107th	52		72		
103rd	75	74	127	53	72%
95th	59	36	36		

Appendix B #2
Six-County Rail Ridership Forecasts
Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\fs10brai.w Yoder/Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed	Master Plan	2010 Fratar Work Trip Table		
	Counts*	4/1/96	9/18/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
91st	38	32	32		
87th	50	15	15		
83rd	73	131	130	(1)	-1%
79th	108	199	201	2	1%
75th	34	31	31		
Subtotal	1,879	1,591	1,726	135	8%
63rd	97	103	103		
U of C/59th	1,581	1,627	1,603	(24)	-1%
55-57th	547	698	697	(1)	-0%
Hyde Park/53rd	714	797	797		
Kenwood/47th	77	17	17		
27th	186	35	38	3	9%
23rd	146				
18th	16	55	56	1	2%
Roosevelt Rd		167	167	(28)	-17%
Subtotal	3,364	3,499	3,478	(21)	-1%
Total	24,500	24,894	25,111	217	1%
Metra Heritage					
Joliet	519	561	561		
Lockport	92	425	425		
Lemont	241	586	586		
Willow Springs					
Summit	128				
	152	137	137		
Total	1,132	1,709	1,709		
Milwaukee - North					
Fox Lake	431	751	751		
Ingleside	48	99	100	1	1%
Long Lake	92	257	257		
Round Lake	378	559	559		
Grayslake	361	627	627		
Libertyville	1,140	1,823	1,823		
Lake Forest	498	570	570		
Deerfield	1,668	1,991	1,991		
Lake/Cook					
Northbrook	1,457	938	939	1	0%
Techny					
Glenview	1,439	1,574	1,573	(1)	-0%
Golf	243	53	53		
Morton Grove	707	1,195	1,190	(5)	-0%
Edgebrook	384	396	397	1	0%
Forest Glen	144	96	97	1	1%
Mayfair	109	72	73	1	1%
Grayland	121	65	65		
Healy	211	140	140		
Western Avenue	585	1,012	1,013	1	0%
Total	10,016	12,218	12,218		
Milwaukee - West					

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\varsouth\fs10brai.w Yoder/Lupa	1990 Observed Counts* total boardings	2010 Base Master Plan 4/1/96 adjusted boardings	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
			9/18/98 adjusted boardings	Compared With 2010 Base	
				#	%
Big Timber	128	314	317	3	1%
Elgin	366	774	774		
National Street	426	534	534		
Bartlett	1,081	2,229	2,229		
Hanover Park	1,173	2,522	2,522		
Schaumburg	1,246	1,099	1,099		
Roselle	1,767	2,249	2,249		
Medinah	272	97	97		
Itasca	508	1,419	1,419		
Wood Dale	611	1,114	1,114		
Bensenville	451	200	200		
Mannheim	47	(56)	(56)		
Franklin Park	641	265	265		
River Grove	239	466	466		
Elmwood Park	397	340	340		
Mont Clare	472	181	181		
Mars	123	(253)	(253)		
Galewood	270	485	485		
Hanson Park	57	275	275		
Cragin	39	122	122		
Hermosa	80	194	194		
Western Avenue	585	1,012	1,013	1	0%
Total	10,979	15,582	15,586	4	0%
Norfolk Southern					
179th Orland Pk		542	542		
153rd Orland Pk		894	894		
143rd Orland Pk	188	771	771		
Palos Park	191	379	379		
Worth	408	201	201		
Chicago Ridge	448	375	374	(1)	-0%
Oak Lawn	798	1,078	1,077	(1)	-0%
Ashburn	397	393	393		
Landers	206	290	290		
Total	2,636	4,923	4,921	(2)	-0%
Rock Island - Beverly					
Blue Island/Vermo	158	402	400	(2)	-0%
Prairie Street	79	78	78		
123rd	55	55	55		
119th	487	778	647	(131)	-17%
115th	314	314	313	(1)	-0%
111th	1,033	1,256	1,255	(1)	-0%
107th	684	442	440	(2)	-0%
103rd	1,104	990	956	(34)	-3%
99th	839	916	914	(2)	-0%
95th	706	701	700	(1)	-0%
91st	631	219	216	(3)	-1%
Brainard	290	508	504	(4)	-1%
Gresham	376	435	441	6	1%
Total	6,756	7,094	6,919	(175)	-2%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\fs10brai.w Yoder/Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed Counts*	Master Plan	2010 Frater Work Trip Table		
		4/1/96	9/18/98	Compared With 2010 Base	
	total	adjusted	adjusted	#	%
	boardings	boardings	boardings		
Rock Island - Main					
Joliet	519	561	561		
New Lennox	649	737	737		
Mokena	617	487	487		
Hickory Creek		284	283	(1)	-0%
Tinley Park/80th	1,239	1,355	1,355		
Tinley Park	1,388	1,080	1,079	(1)	-0%
Oak Forest	1,460	1,919	1,917	(2)	-0%
Midlothian	1,270	1,298	1,297	(1)	-0%
Robbins	108	111	110	(1)	-1%
Subtotal	7,250	7,832	7,826	(6)	-0%
Blue Island/Vermo	680	924	922	(2)	-0%
Washington Height	207	210	211	1	0%
Longwood/99th					
Manor/95th	128	130	129	(1)	-1%
Subtotal	1,015	1,264	1,262	(2)	-0%
Total	8,265	9,096	9,088	(8)	-0%
RAPID TRANSIT					
Evanston					
Linden	1,850	1,727	1,734	7	0%
Central	950	472	470	(2)	-0%
Noyes	600	(542)	(542)		
Foster	650	624	624		
Davis	3,600	3,942	3,955	13	0%
Dempster	650	1,109	1,149	40	4%
Main	1,450	1,448	1,448		
South Blvd.	850	878	893	15	2%
Total	10,600	9,658	9,731	73	1%
Skokie					
Dempster	3150	2,909	2,895	(14)	-0%
Total	3150	2,909	2,895	(14)	-0%
Howard					
Howard	9,450	7,928	8,302	374	5%
Jarvis	1,300	1,393	1,420	27	2%
Morse	4,950	4,532	4,576	44	1%
Loyola	5,700	4,830	5,030	200	4%
Granville	2,500	4,703	4,851	148	3%
Thorndale	2,250				
Bryn Mawr	4,700	5,353	6,576	1,223	23%
Berwyn	2,200	2,312	3,598	1,286	56%
Argyle	2,050				
Lawrence	2,200	4,099	2,482	(1,617)	-39%
Wilson	5,350	5,668	6,018	350	6%
Sheridan	2,950	3,020	3,106	86	3%
Addison	3,400	3,996	4,202	206	5%
Belmont	8,950	15,605	16,609	1,004	6%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmetpost\farouth\fs10brai.w Yoder/Lupa	1990 Observed Counts*	2010 Base	CDOT Far South 2010 Base		
		Master Plan	2010 Fratar Work Trip Table		
		4/1/96	9/18/98	Compared With 2010 Base	
	total	adjusted	adjusted		
	boardings	boardings	boardings	#	%
Fullerton	8,650	6,736	7,282	546	8%
North/Clybourn	1,700	3,413	4,135	722	21%
Clark/Division	5,250	5,367	6,376	1,009	19%
Chicago	9,800	7,585	8,350	765	10%
Grand	4,750	11,758	11,970	212	2%
Total	88,100	98,298	104,883	6,585	7%
Combined Southwest/South					
Roosevelt	1,000	5,776	4,120	(1,656)	-29%
Total	1,000	5,776	4,120	(1,656)	-29%
South Main					
35th	2,850	114	(4)	(118)	-104%
Indiana	700	(482)	(483)	(1)	0%
43rd	1,300	2,111	2,112	1	0%
47th	2,450	300	297	(3)	-1%
51st	1,700	1,925	1,969	44	2%
Garfield	1,350	1,355	1,326	(29)	-2%
58th	450	469	472	3	1%
Subtotal	10,800	5,792	5,689	(103)	-2%
Jackson Park					
61st	700	678	695	17	3%
King Drive	900	908	901	(7)	-1%
Cottage Grove	1,300	877	852	(25)	-3%
University	1,350				
Dorchester	1,350	3,577	4,214	637	18%
Subtotal	5,600	6,040	6,662	622	10%
Englewood					
Wentworth	250				
Harvard	500	437	447	10	2%
Halsted	1,250	1,533	1,527	(6)	-0%
Racine	900				
Ashland	3,500	2,299	2,231	(68)	-3%
Subtotal	6,150	4,269	4,205	(64)	-1%
Total	22,550	16,101	16,556	455	3%
Southwest*					
Ford City					
63rd					
Midway	6,550	6,964	6,964		
Pulaski	5,050	7,410	7,416	6	0%
Kedzie	2,600	1,447	1,410	(37)	-3%
Western	3,050	2,217	2,144	(73)	-3%
35/Archer	2,150	2,349	2,364	15	1%
Ashland	1,200	2,383	2,382	(1)	-0%
Halsted	1,550	1,720	1,628	(92)	-5%
Total	22,150	24,490	24,308	(182)	-1%
Lake					

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmetpost\farouth\fs10brai.w Yoder/Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed	Master Plan	2010 Fratar Work Trip Table		
	Counts*	4/1/96	9/18/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
Harlem	3,250	2,733	2,758	25	1%
Oak Park	1,300	1,557	1,599	42	3%
Ridgeland	1,250	1,276	1,361	85	7%
Austin	2,250	2,629	2,651	22	1%
Central	2,650	2,078	2,125	47	2%
Laramie	1,500	3,505	3,539	34	1%
Cicero	1,450	1,469	1,473	4	0%
Pulaski	2,150	2,284	2,341	57	2%
Homan	800				
Kedzie/Homan	800	901	925	24	3%
California	500	1,737	1,772	35	2%
Ashland	1,300	1,491	1,565	74	5%
Halsted	750				
Morgan		5,561	5,691	130	2%
Clinton/NW Pass	2,550	309	313	4	1%
Total	22,500	27,530	28,113	583	2%
Dan Ryan					
Harrison	1,300	4,509	4,558	49	1%
Roosevelt	3,100	3,697	2,295	(1,402)	-38%
Cermak	1,700	3,923	4,291	368	9%
35th	2,550	2,697	2,903	206	8%
47th	1,450	3,851	4,050	199	5%
Garfield	3,250	6,104	6,474	370	6%
63rd	2,850	3,210	3,451	241	8%
69th	6,650	7,136	7,266	130	2%
79th	8,150	13,212	13,784	572	4%
87th	5,550	8,580	11,451	2,871	33%
95th	20,150	27,231	25,587	(1,644)	-6%
King Drive					
103rd					
111th					
119th					
127th					
Total	56,700	84,150	86,110	1,960	2%
O'Hare					
O'Hare	7,100	21,149	21,157	8	0%
River Road	5,250	5,393	5,399	6	0%
Cumberland	5,050	6,092	6,156	64	1%
Harlem	4,650	3,222	3,231	9	0%
Jefferson Park	10,500	12,424	12,356	(68)	-1%
Montrose	1,900	2,320	2,518	198	9%
Irving Park	4,450	4,493	4,635	142	3%
Addison	2,500	4,790	4,746	(44)	-1%
Belmont	5,450	6,639	6,743	104	2%
Logan Square	5,800	6,936	6,933	(3)	-0%
California	2,300	3,175	3,151	(24)	-1%
Western	2,150	4,190	4,204	14	0%
Damen	3,600	2,397	2,409	12	1%
Division	3,900	3,777	3,794	17	0%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\fs10brai.w Yoder/Lupa	1990 Observed Counts*	2010 Base Master Plan 4/1/96 adjusted boardings	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
			9/18/98 adjusted boardings	Compared With 2010 Base	
				#	%
Chicago	1,400	2,589	2,241	(348)	-13%
Grand	850				
Total	66,850	89,586	89,673	87	0%
Douglas/Congress					
Clinton	2,700	2,681	2,668	(13)	-0%
U of I	5,650	6,468	6,491	23	0%
Racine	2,050	1,894	1,892	(2)	-0%
Subtotal	10,400	11,043	11,051	8	0%
Congress St Line					
Medical Center	1,850	1,967	1,980	13	1%
Western	800	1,140	1,154	14	1%
Kedzie	1,700	1,740	1,793	53	3%
Pulaski	1,250	1,182	1,188	6	1%
Cicero	1,100	985	987	2	0%
Austin	1,950	457	459	2	0%
Oak Park	1,700	1,700	1,696	(4)	-0%
Harlem	1,050	1,108	1,103	(5)	-0%
Des Plaines	4,500	4,050	4,046	(4)	-0%
Subtotal	15,900	14,329	14,406	77	1%
Douglas Line					
Polk	3,050	3,051	3,058	7	0%
18th	1,500	1,272	1,270	(2)	-0%
Hoynes	1,150	617	617		
Western	1,000	941	961	20	2%
California	1,500	1,891	1,897	6	0%
Kedzie	950	814	817	3	0%
Central Park	1,150	470	462	(8)	-2%
Pulaski	1,050	840	861	21	3%
Kildare	650	1,456	1,457	1	0%
Cicero	1,650	1,374	1,376	2	0%
Laramie	900	1,024	1,020	(4)	-0%
Cicero-Berwyn	2,450	3,069	3,070	1	0%
Subtotal	17,000	16,819	16,866	47	0%
Total	43,300	42,191	42,323	132	0%
Ravenswood					
Kimball	3,750	3,854	4,031	177	5%
Kedzie	1,150	(391)	(391)		
Francisco	750		593		
Rockwell	700	4,689	4,801	112	2%
Western	3,100	498	492	(6)	-1%
Damen	1,550	1,550	1,550		
Montrose	1,400	69		(69)	-100%
Irving Park	1,950	1,914	1,922	8	0%
Addison	1,450	1,516	1,514	(2)	-0%
Paulina	900	1,909	1,964	55	3%
Southport	1,700	1,737	1,740	3	0%
Subtotal	18,400	17,345	18,216	871	5%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\far south\fs10brai.w Yoder/Lupa	1990	2010 Base	CDOT Far South 2010 Base		
	Observed	Master Plan	2010 Fratar Work Trip Table		
	Counts*	4/1/96	9/18/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
Belmont	8,950	15,605	16,609	1,004	6%
Wellington	1,100				
Diversey	2,800	2,728	2,703	(25)	-1%
Fullerton	8,650	6,736	7,282	546	8%
Armitage	2,700	2,425	2,373	(52)	-2%
Sedgwick	1,000	1,826	2,095	269	15%
Chicago	2,250	2,650	1,781	(869)	-33%
Merchandise Mart	3,300	3,559	3,583	24	1%
Subtotal	30,750	35,529	36,426	897	3%
Total	49,150	52,874	54,642	1,768	3%

Six-County Bus Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\lemmepost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
			4/1/96	9/18/98	Compared with	
		total boardings	adjusted boardings	adjusted boardings	2010 Base	
Rte #	route name				#	%
1	Indiana/Hyde Park	10,034	10,789	10,839	50	1%
2	Hyde Park Express	1,110	899	899		
3	King Drive	22,712	24,214	24,234	20	0%
4	Cottage Grove	25,776	24,245	23,807	(438)	-3%
6	Jeffery Express	19,007	17,075	18,068	993	18%
7	Harrison	6,074	5,728	5,736	8	1%
8	Halsted	23,772	26,216	25,641	(575)	-3%
8 a	South Halsted	3,836	3,517	3,861	344	7%
9	Ashland	36,050	37,723	37,946	223	0%
11	Lincoln	10,150	9,632	9,269	(363)	-8%
12	Roosevelt	11,031	11,516	11,608	92	1%
14	South Lake Shore Exp	10,188	11,768	12,075	307	1%
16	Lake	2,854	1,032	1,022	(10)	-0%
17	Westchester	1,462	1,498	1,498		
18	16th/18th	3,872	3,922	3,922		
20	Madison	18,063	17,775	17,758	(17)	-1%
21	Cermak	7,229	6,821	6,810	(11)	-0%
22	Clark	26,439	26,405	25,621	(784)	-6%
24	Wentworth	8,511	6,028	5,720	(308)	-2%
25	West Cermak	1,126	859	857	(2)	-1%
27	South Deering	6,407	4,837	10,833	5,996	57%
28	Stony Island	14,570	11,602	11,470	(132)	-1%
29	State	19,139	15,210	15,110	(100)	-1%
30	South Chicago	6,208	4,319	5,117	798	8%
31	31st	629	438	439	1	2%
32	West 31st				4	1%
33	Magnificiant Mile Exp.					
34	South Michigan	16,002	14,299	15,685	1,386	54%
35	35th	8,270	7,412	7,433	21	1%
35 w	West 35th/Pershing				4	0%
36	Broadway	22,448	22,591	22,452	(139)	-4%
37	Sedgwick	4,927	6,593	6,529	(64)	-1%
38	Indiana					
39	Pershing	2,983	1,469	1,459	(10)	-1%
41	Elston/Clybourn	2,867	7,382	8,117	735	4%
42		3,206				
43	43rd	2,742				
44	Wallace/Racine	12,846	16,019	15,918	(101)	-2%
45		3,007				
47	47th	10,768				
48	South Damen	3,331	423	331	(92)	-4%
49	Western	29,443	32,330	31,800	(530)	-1%
49 a	South Western	1,578	915	278	(637)	-11%
49 b	North Western	3,144	3,234	3,507	273	3%
50	Damen	11,879	11,688	11,485	(203)	-4%
51	51st	5,148	4,735	4,724	(11)	-1%

Appendix B #3
Six-County Bus Ridership Forecasts
Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan 4/1/96	CDOT Far South 2010 Base 2010 Frater Work Trip Table		
		total boardings	adjusted boardings	9/18/98	Compared with 2010 Base	
Rte #	route name			adjusted boardings	#	%
52	Kedzie/California	13,728	10,025	10,032	7	0%
52 a	South Kedzie	6,266	2,438	2,393	(45)	-1%
53	Pulaski	25,857	25,998	26,136	138	0%
53 a	South Pulaski	10,853	13,455	13,428	(27)	-0%
53 ltd	South Pulaski Ltd.					
54	Cicero	13,083	11,001	11,126	125	1%
54 a	N Cicero/Skokie Blvd	2,261	1,149	988	(161)	-4%
54 b	South Cicero	5,683	8,529	8,509	(20)	-0%
55	Garfield	13,790	19,761	20,060	299	1%
56	Milwaukee	18,465	17,875	17,765	(110)	-1%
56 a	North Milwaukee	18,465	17,654	17,438	(216)	-3%
57	Laramie	2,809	6,708	6,749	41	1%
59	59th/61st	4,162	4,167	4,164	(3)	-1%
60	Blue Island/26th	17,170	18,387	18,391	4	0%
62	Archer Local	27,682	(1,909)	(1,942)	(33)	-0%
62 a	Archer/Austin	included above			3	0%
62 h	Archer/Harlem				(7)	-0%
62 n	Archer/Naragansett				1	0%
63	63rd	22,169	18,937	19,315	378	2%
63 w	West 63rd				3	0%
64	Foster/Canfield					
65	Grand	7,945	3,394	3,390	(4)	-0%
66	Chicago	18,374	18,880	18,763	(117)	-1%
67	67th/69th/71st	14,731	13,839	13,819	(20)	-0%
68	Northwest Highway	3,231	3,389	3,153	(236)	-5%
69	Foster/East River	513	5,170	5,233	63	1%
70	Division	12,244	10,784	10,702	(82)	-2%
71	71st	7,378	4,903	4,889	(14)	-0%
72	North	14,895	15,949	16,362	413	2%
73	Armitage	8,484	8,512	8,522	10	3%
74	Fullerton	13,076	11,095	11,379	284	2%
75	74th/75th	7,259	9,072	8,004	(1,068)	-25%
76	Diversey	16,525	16,318	16,385	67	3%
77	Belmont	24,626	23,707	24,303	596	3%
78	Montrose	9,851	9,933	10,864	931	77%
79	79th	28,548	35,547	37,574	2,027	8%
80	Irving Park	14,427	12,875	14,509	1,634	8%
80 w	West Irving Park					
81	Lawrence	16,373	18,769	4,872	(13,897)	-54%
81 w	West Lawrence	2,285	3,181	2,557	(624)	-6%
82	Kimball/Homan	21,249	19,888	19,507	(381)	-3%
84	Peterson	5,670	5,080	5,531	451	5%
85	Central	16,812	17,851	17,122	(729)	-3%
85 a	North Central	1,250	1,733	1,627	(106)	-4%
86	Narragansett	2,451	3,682	3,836	154	2%
87	87th	16,598	17,614	22,916	5,302	11%

Appendix B #3
Six-County Bus Ridership Forecasts
Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\far south\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total boardings	4/1/96	9/18/98	Compared with 2010 Base	
Rte #	route name		adjusted boardings	adjusted boardings	#	%
88	Higgins	2,584	3,031	3,035	4	0%
89	North Kedzie	763				
90	Harlem	5,293	4,022	4,083	61	1%
90 n	North Harlem	763	775	771	(4)	-1%
91	Austin	11,681	11,324	11,002	(322)	-5%
92	Foster	7,753	8,517	12,171	3,654	93%
92 w	West Foster					
93	North California	3,005	2,990	3,155	165	9%
94	South California	11,907	10,291	10,220	(71)	-1%
95 e	93rd/95th	6,414	6,000	6,677	677	13%
95 w	95th	8,229	9,776	9,771	(5)	-0%
96	Lunt	1,679	1,834	1,822	(12)	-2%
97	Skokie	4,483	4,325	4,506	181	3%
99 m		805				
99	Stevenson Express	5,879				
100	Jeffery Manor Exp.	1,342	192	804	612	15%
103	West 103rd	4,878	5,894	5,741	(153)	-1%
104	Pullman	Included in 111a	Included in 111a	Included in 111a	Included in 111a	
106	East 103rd/106th	3,757	7,670	6,750	(920)	-5%
108	Halsted	5,994	6,781	6,956	175	1%
110	Marquette	769	758	758		
111 a	111th/115th (outer)	8,682	8,708	7,623	(1,085)	-81%
111 b	111th/115th (inner)	included above	included above	included above	included above	
112	Vincennes/111th	4,345	11,428	10,838	(590)	-4%
119	Michigan/119th		9,798	12,034	2,236	23%
120	NW/Wacker Express	968	977	977		
121	Union/Wacker Express	1,286	1,340	1,342	2	0%
122	Illinois Ctr/NW Exp	556	708	708		
123	Illinois Ctr/un Exp	907	1,146	1,147	1	0%
125	Water Tower Express	3,096	3,949	3,868	(81)	-3%
126	Jackson	12,558	14,286	14,302	16	0%
127	NW/Madison	444				
128	Orleans					
129	NW/Franklin	887	(293)	(293)		
131	Washington	1,240	802	799	(3)	-1%
135	Wilson/La Salle Exp	3,178	4,254	4,233	(21)	-0%
136	Sheridan/La Salle Ex	1,950	3,393	3,334	(59)	-1%
145	Wilson/Michigan Exp	8,900	10,584	10,435	(149)	-1%
146	Marine/Michigan Exp	10,495	10,371	10,280	(91)	-7%
147	Outer Drive Express	10,705	6,661	5,972	(689)	-7%
151	Sheridan	28,522	26,161	23,891	(2,270)	-11%
152	Addison	16,257	22,016	22,532	516	3%
155	Devon	8,818	10,008	10,421	413	7%
156	La Salle	12,646	13,904	13,540	(364)	-6%
157	Streeterville	4,819	4,817	4,817		
162		3112				

Six-County Bus Ridership Forecasts

Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total	4/1/96	9/18/98	Compared with	
		boardings	adjusted	adjusted	2010 Base	
Rte #	route name		boardings	boardings	#	%
164	Narragansett Express	3,531				
165	West 65th					
201	Central/Sherman	2,417	2,077	2,052	(25)	-3%
202	Main/Emerson	969	888	888		
203	Ridge/Grant	1,781	1,811	1,812	1	0%
204	Dodge	2,061	415	397	(18)	-1%
CTA TOTALS*		1,171,184	1,174,688	1,169,042	(5,646)	-1%
208	Evanston-Golf Mill	1,294				
209	Woodfield-Harlem	2,433	291	304	13	0%
210	Glenview-Loop	1,083	2,006	2,025	19	0%
211	Milwaukee-Western					
212	Northbrook-Evanston	1,071	2,950	2,958	8	0%
213	Green Bay Road	2,177	(572)	(567)	5	0%
214	Deerfield-Evanston	included in #213			13	1%
215	Old Orchard-Howard	2,377	4,189	4,223	34	1%
220	Glenview-O Hare	1,126	4,536	4,544	8	0%
221	W Des Plaines-Riv Rd	1,077	(959)	(959)		
222	Rosemont					
223 e	Elk Grove-River Road	2179	(550)	(549)	1	0%
223 w	Elk Grove-River Road	included above			2	0%
225	Jeff Park-Howard Ind	496	740	741	1	0%
226	Oakton	1,767	890	887	(3)	-0%
228	Glenview-Harlem	1,054	1,218	1,226	8	0%
230	South Des Plaines	800	450	452	2	0%
233	SW Des Plaines					
234	Wheeling-Des Plaines	573	1,410	1,412	2	0%
240	Park Ridge-Dee Road	1,011	465	466	1	0%
241	Park Ridge-Greenwood	768	181	198	17	1%
250	Dempster	3,091	1,844	1,884	40	1%
270	Milwaukee	4,435	5,657	5,638	(19)	-0%
290	Touhy	5,331	6,171	6,448	277	2%
301	Roosevelt Road	1,518	1,344	1,340	(4)	-0%
302	Ogden-Stanley	968	879	875	(4)	-0%
303	Madison St-19th	1,247	1,350	1,349	(1)	-0%
304	Cicero-La Grange	1,462	2,063	2,061	(2)	-0%
305	Cicero-River Forest	2,312	3,009	3,009		
307	Harlem	4,283	3,618	3,637	19	0%
308	Medical Center	1,259	607	604	(3)	-0%
309	Lake Street	1,445	2,049	2,089	40	1%
310	Madison-Hillside	1,472	1,569	1,569		
311	Oak Park Avenue	2,338	1,627	1,625	(2)	-0%
312	Ogden	142	177	177		
313	St. Charles Road	1,942	1,239	1,269	30	1%
315	Austin-Ridgeland	1,022	1,706	1,709	3	0%
318	West North Ave.	2,080	2,452	2,483	31	1%

Appendix B #3
Six-County Bus Ridership Forecasts
Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmepost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total	adjusted	9/18/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
319	Grand Avenue	745	(634)	(629)	5	0%
320	Madison St.	578	603	602	(1)	-0%
322	22nd Street	4,056	5,237	5,233	(4)	-0%
325	25th Avenue	616	631	647	16	1%
330	Mannheim-La Grange	1,290	2,581	2,582	1	0%
331	Cumberland-5th	2,132	2,824	2,819	(5)	-0%
332	Elmhurst/York	256	319	319		
349	South Western	3,622	6,800	6,056	(744)	-7%
350	Sibley	719	297	304	7	1%
352	Halsted	5,957	9,226	9,558	332	3%
353	95th-Riverdale	4,523	6,020	6,277	257	6%
354	Orland/SW Shopper	519	620	622	2	0%
355	Lansing	1,043	465	469	4	0%
357	Lincoln Highway	1,372	1,518	1,519	1	0%
358	Torrence	405	1,195	1,171	(24)	-1%
359	Robbins-S. Kedzie	1,247	2,093	2,207	114	3%
362	South Park Forest	82	96	96		
364	159th Street	1,853	670	679	9	0%
364 a	159th Street	included above			8	0%
366	Park Forest-Chi Hts	487	566	567	1	0%
367	University Park	301	297	297		
369	Central Park Forest	52	97	97		
370	Harvey-Chicago Hts.	677	840	845	5	0%
379	West 79th Street	594	831	832	1	0%
380	Clearing	168				
381	95th	5,216	2,769	2,754	(29)	-1%
381 a	95th Cutback	included above			(22)	-1%
382	Central	243	994	996	2	0%
383	Cicero	847	(73)	(70)	3	0%
383 a	Cicero	included above			4	0%
384	Narragansett	508	(821)	(819)	2	0%
384 a	Narragansett-Ridgeld	included above			2	0%
385	87th/111th	534	2,778	2,770	(8)	-0%
386	Harlem	910	(3,454)	(3,434)	20	1%
386 a	Harlem	included above			(1)	-0%
404	Itasca-Hamilton					
405	Woodfield-Elk Grove					
407	Bloomington-Roselle	36	69	69		
411	Niles Local	1,083	237	222	(15)	-1%
411 a	Niles Local-Reverse	included above			1	0%
412		306				
421	Northfield Plaza	1,068				
421 a	Glenview	included above			7	0%
422	Old Orchard	1,133	1,996	2,005	9	1%
423	Winnetka	1,008	275	278	3	2%
448	South Holland	52	358	362	4	0%

Appendix B #3
Six-County Bus Ridership Forecasts
Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan 4/1/96	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total boardings	adjusted boardings	9/18/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
451	Southeast Homewood	74	80	81	1	1%
452	Northeast Homewood	137	407	408	1	0%
453	Southwest Homewood	63				
454	Northwest Homewood	59	531	532	1	0%
460	Hazel Crest	85	(125)	(125)		
471	Hghland Pk-Deerfield	410	387	388	1	0%
472	Hghlnd Pk-Ft Sheridn	413	387	387		
473	Hghlnd Pk-Lake Cook	190	2	3	1	1%
473 a	Hghland Pk-Braeside	included above				
473 b	Hghlnd Pk-Nbrook Ct	included above				
501	Forest Park	884	583	583		
501 a	West Jefferson	included above				
502	Cass	786	777	777		
502 a	Marquette Gardens	included above				
503	Black Rd-Raynor Park	237	239	239		
504	South Joliet	210	206	206		
505	Lidice	340	297	297		
505 a	Rockdale	included above				
506	Wash./2nd	320	326	326		
507	Plainfield	283	291	291		
509	Lockport					
521	High St.	318	329	329		
522	Sherman	232	242	242		
523	North/Lake	410	459	459		
524	Downer	224	288	292	4	2%
525		286				
526	Westplaza	452				
527	Moecherville	445	443	443		
528	Fifth St.	346	362	362		
529	Indian Trail	384	416	416		
530	Fox Valley Center	720	719	719		
531	Waubonsee	155	242	250	8	4%
532	Randall	242	281	281		
533	Molitor	293	312	312		
541	Douglas	487	476	476		
542	Grove	597	588	588		
543	Dundee	591	589	589		
544	Chicago	586	581	581		
545	Walnut	548	582	582		
546	South	501	545	545		
547	Wing Park	291	317	317		
548	Highland	375	432	432		
549	McLean	419	489	489		
552	N.State/Spring Hill Mall	561	695	695		
553	Park/Summit	271	365	365		
560	Uss G.America					

Six-County Bus Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total	4/1/96 adjusted	9/18/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
561	Castlecrest	471	460	461	1	1%
562	Gurnee/Sunset	633	668	668		
563	Farnsworth/Naval	440	544	543	(1)	-0%
564	Jackson	348	420	420		
565	Grand Ave	279	390	390		
566	Lewis					
568	Lakehurst	840	822	822		
569		869	867	867		
570	Foxlake/College	100	115	115		
571	Aion	655	695	695		
572	Hawthorn/Waukegan	1,139	1,340	1,340		
580	Abbott/Mundelein					
602	Higgins/Salem	68	(173)	(173)		
603	Cedarcrest/Roselle	31	(703)	(703)		
604	Springguth	29	(742)	(742)		
605	Plumgrove/Summit	70	321	321		
606	Northwest Ltd.	1,509	(1,097)	(1,087)	10	0%
607	Woodfield					
621	SW Northbrook Feeder	31	(81)	(82)	(1)	-1%
622	NW Northbrook Feeder	43	33	32	(1)	-0%
626	Lake-Cook Limited	626	1,630	1,631	1	0%
641	NE Elmhurst					
642	SW Elmhurst	77	100	100		
643	NW Elmhurst	59				
644	Sc Elmhurst	26	(186)	(185)	1	0%
645	Ind. Elmhurst	included in #643			1	1%
646	SE Elmhurst	36	46	46		
652	SW Glenellyn	55	9	9		
653	bloomingda	112	(46)	(46)		
654	Sc Glen Ellyn	90	5	5		
655	C Glendale Hts	60	193	194	1	0%
656	SE Glen Ellyn	59	170	170		
657	W Glendsale Hts/Glen	128	597	597		
661	SW Westmont	69	233	233		
662	Sc Westmont	96	66	66		
664	Willowbrook/Clarendo	127	201	201		
665	Darien/Westmont	89	40	40		
666	Burr Ridge	56	186	186		
669	W. Springs/Indian He	58	50	50		
672	SE Lombard	38	(217)	(217)		
674	SW Lombard	57	(5)	(5)		
676	Naper. Cress Creek	66	101	101		
677	Naper. W. Highlands	45				
678	Naper. Carriage Hill	137				
679	Warrenville Feeder					
680	Naper. Brookdale					

Six-County Bus Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total boardings	4/1/96	9/18/98	Compared with 2010 Base	
Rte #	route name		adjusted boardings	adjusted boardings	#	%
681	Naper. Saybrook	67	37	37		
683	Naper. Springbrook	90	188	188		
684	Naper. Maplebrook	100				
685	Naper. Will-o-way	100	108	108		
686	Naper. Oldfarm	111	127	127		
687	Naper. Farmstead	83	94	94		
688	Naper Huntington	83	119	119		
689	Naper. Hobson Vill.	98	134	134		
690	Buffalo Grv/Arl.Hts	384	(210)	(210)		
693	Arling. Hts/Palatine					
695	Woodfield/Randhurst					
696	Woodfield-AH Randhurst	430	585	585		
697	Roselle/Woodfield					
698	NW Arling. Hts	48	(140)	(140)		
699	Woodfield-Palatine	332	1,056	1,056		
700	Addison/Villa Park	47	201	201		
702	SW Villa Park	77	232	232		
703	Sc Villa Park	100	32	32		
706	College Ave SE Wheat	88	222	222		
707	SW Wheaton	96	285	285		
708	Schmale/Main	66	340	340		
709	C.stream/N.Wheaton	72	(118)	(118)		
710	Gary/Carol Stream	78				
713	Wheaton/Warrenville					
714	Carol Stream Ind Par					
715		476	866	866		
720	Hoffman Est.					
721	N. Palatine					
723	NE Palatine/Arl.Park	83	(311)	(311)		
725	Lk Zurich Feeder	54	59	59		
726	Wauconda/Barring	48	84	84		
728	Lk Zurich xpress	included in #725				
737		128	570	571	1	0%
740	Oak Forest	100	23	23		
747	Dupage Connection	487	626	624	(2)	-0%
750	Country Club Hills	70	188	188		
751	Chicago Hts	40	99	99		
753	Matteson	62	232	232		
781 a	N.Naper/Bell Labs	31	30	30		
781 b	N.Naper/Amco	included above				
801	Fox River Valley	425	439	439		
803	Carpenterville	297	319	319		
805	Crystal Lake/Spring					
806	Fox Lake/Crystal Lak					
807	Woodstock/McHenry					
808	Crystal Lake/Harvard					

Six-County Bus Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\mempost\farouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total	adjusted	adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
819	Hunters Woods	96	351	351		
820	University Hts/Lisle	95	456	456		
821	Woodridge/Belmont	127	358	358		
822	Woodridge/Lisle	185				
823	W. Bolingbrook	126	92	92		
824	E. Bolingbrook	153	74	74		
825	Cent. Bolingbrook	71	(88)	(88)		
826	S. Lisle	105	149	149		
827	Green Trails	99	318	318		
828	N. Lisle					
829 a	Lisle At&t Amco	included in #822				
829 b	Lisle Corporetum					
830	NE Lisle					
834	Joliet-Yorktown	535	397	397		
835	SW Sub Chi Express	744	121	102	(19)	-1%
855	I-55 Flyer	221	256	256		
877	South Suburban Oakbrook	210				
880	Randall-O'Hare Express					
C18Bus	XBus NWTC-River Road					
PACE BUS TOTALS*		135,435	149,951	151,412	1,461	1%

Six-County Bus Ridership Forecasts Far South 2010 Base

RTA System Planning Division, October 1998

c:\emmpost\varsouth\alta-bus.wk4 S. Yoder		1990 Observed Counts	2010 Base Master Plan	CDOT Far South 2010 Base 2010 Fratar Work Trip Table		
		total	4/1/96 adjusted	9/18/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
CTA Routes in Far South Study Area						
3	King Drive	22,712	24,214	24,234	20	0%
4	Cottage Grove	25,776	24,245	23,807	(438)	-3%
6	Jeffery Express	19,007	17,075	18,068	993	18%
8 a	South Halsted	3,836	3,517	3,861	344	7%
14	South Lake Shore Exp	10,188	11,768	12,075	307	1%
27	South Deering	6,407	4,837	10,833	5,996	57%
28	Stony Island	14,570	11,602	11,470	(132)	-1%
29	State	19,139	15,210	15,110	(100)	-1%
30	South Chicago	6,208	4,319	5,117	798	8%
34	South Michigan	16,002	14,299	15,685	1,386	54%
79	79th	28,548	35,547	37,574	2,027	8%
87	87th	16,598	17,614	22,916	5,302	11%
95 e	93rd/95th	6,414	6,000	6,677	677	13%
95 w	95th	8,229	9,776	9,771	(5)	-0%
100	Jeffery Manor Exp.	1,342	192	804	612	15%
103	West 103rd	4,878	5,894	5,741	(153)	-1%
104	Pullman	Included in 111a	Included in 111a	Included in 111a	Included in 111a	
106	East 103rd/106th	3,757	7,670	6,750	(920)	-5%
108	Halsted	5,994	6,781	6,956	175	1%
111 a	111th/115th (outer)	8,682	8,708	7,623	(1,085)	-81%
111 b	111th/115th (inner)	included above	included above	included above	included above	
112	Vincennes/111th	4,345	11,428	10,838	(590)	-4%
119	Michigan/119th		9798	12034	2236	23%
	TOTAL	232,632	250,494	267,944	17,450	6%
Pace Routes in Far South Study Area						
352	Halsted	5,957	9,226	9,558	332	3%
353	95th-Riverdale	4,523	6,020	6,277	257	6%
355	Lansing	1,043	465	469	4	0%
358	Torrence	405	1,195	1,171	(24)	-1%
359	Robbins-S. Kedzie	1,247	2,093	2,207	114	3%
381	95th	5,216	2,769	2,754	(29)	-1%
	TOTAL	18,391	21,768	22,436	654	2%

District-to-District Trip Tables Far South 2010 Base

Total Person Trips by District

District	nwchgo	nlakeinf	w chgo	central	sw chgo	slakeinf	far s.west	McH/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	336,843	103,341	77,647	150,679	16,042	11,695	1,923	5,962	1,735	20,512	488	249,465	23,298	5,779	1,005,409
gs02	154,075	381,392	55,149	232,312	18,935	15,099	2,344	7,017	2,177	20,313	586	221,889	21,648	7,083	1,140,019
gs03	81,072	41,327	220,857	147,418	46,759	12,078	3,028	2,699	1,180	15,297	823	81,319	59,810	8,683	732,550
gs04	25,211	42,833	33,836	167,110	12,281	15,415	1,107	1,350	399	5,185	171	30,436	9,384	2,804	347,522
gs05	20,181	14,452	60,762	101,868	269,491	45,170	13,194	1,302	994	12,250	1,308	31,283	98,874	14,793	685,922
gs06	18,462	18,601	44,274	119,489	81,212	137,505	9,002	1,007	739	7,953	911	24,190	35,584	26,371	535,190
gs07	7,363	5,495	14,378	38,883	56,154	23,388	51,385	487	377	4,284	614	11,380	84,394	20,063	318,795
gs08	16,368	9,276	6,246	46,143	2,602	1,774	361	2,099,194	78,681	26,253	1,342	340,975	11,253	1,082	2,641,550
gs10	3,998	2,360	2,003	11,505	1,058	711	142	14,679	1,155,395	133,659	2,114	98,368	5,527	436	1,429,955
gs11	41,785	14,262	27,109	87,761	17,620	7,795	1,612	9,953	107,875	12,171,714	31,366	389,057	156,534	4,403	3,068,806
gs12	5,061	3,008	7,128	24,250	8,541	4,161	1,237	1,508	9,541	180,892	726,460	25,600	196,311	2,734	1,196,432
gs13	254,789	104,634	59,168	173,630	16,609	11,094	1,989	154,207	88,768	206,852	1,825	3,096,846	83,841	6,026	4,260,278
gs14	42,287	24,478	108,305	164,510	161,228	41,890	45,755	4,141	3,593	164,011	54,780	163,593	2,248,848	47,551	3,274,970
gs99	14,995	12,272	28,875	81,840	54,579	75,048	36,271	948	704	7,592	1,178	21,972	102,107	137,249	575,430
sum	1,022,510	777,931	745,737	1,547,208	763,111	422,763	169,350	2,304,464	1,452,156	2,976,767	823,966	4,784,373	3,137,413	285,057	21,212,828

Total Auto Person Trips by District

District	nwchgo	nlakeinf	w chgo	central	sw chgo	slakeinf	far s.west	McH/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	291,741	87,278	63,367	65,806	12,625	8,830	1,373	5,914	1,727	20,170	488	231,103	21,735	3,947	816,104
gs02	130,350	333,323	44,672	119,827	14,438	11,523	1,629	6,887	2,171	19,852	586	203,705	19,889	4,860	913,712
gs03	63,414	32,064	184,076	64,164	37,083	16,438	2,104	2,657	1,171	14,889	822	71,340	54,863	5,850	550,735
gs04	19,728	34,270	25,909	130,412	8,954	11,326	751	1,323	397	5,007	171	28,927	8,116	1,935	275,226
gs05	14,729	10,225	48,595	37,541	236,911	36,460	11,220	1,274	993	12,072	1,307	27,143	92,746	11,238	542,454
gs06	12,775	13,072	33,231	54,363	64,492	124,056	7,374	980	737	7,745	910	19,950	32,290	21,429	394,034
gs07	4,875	3,687	10,617	13,185	48,263	19,658	47,050	481	376	4,220	613	9,247	79,064	17,505	258,639
gs08	15,543	8,649	5,777	21,179	2,586	1,669	351	2,084,818	78,661	26,195	1,341	338,258	11,170	1,039	2,607,256
gs10	3,903	2,268	1,890	6,051	1,053	689	141	14,673	1,152,062	133,374	2,114	95,816	5,507	428	1,419,969
gs11	41,014	13,598	26,082	28,611	17,440	7,461	1,590	9,925	107,704	2,168,756	31,364	387,223	156,040	4,300	3,001,108
gs12	5,017	2,967	7,036	15,373	8,491	4,108	1,224	1,503	9,534	180,892	725,438	23,501	196,011	2,713	1,165,716
gs13	237,000	95,494	52,377	66,872	14,826	9,393	1,655	153,968	88,587	206,241	1,824	3,052,382	81,926	4,886	4,067,439
gs14	38,321	21,922	96,011	74,417	149,155	37,905	42,971	4,098	3,586	163,588	54,770	157,810	2,216,279	44,447	3,107,280
gs99	8,859	6,568	20,899	31,307	44,783	63,388	31,701	919	702	7,449	1,177	17,798	96,613	119,717	454,959
sum	888,259	668,093	622,537	729,108	661,100	352,924	151,134	2,299,438	1,448,408	2,970,358	822,925	4,864,204	3,072,249	244,094	19,594,831

District-to-District Trip Tables Far South 2010 Base

Total Transit Person Trips by District

District	nwchgo gs01	nlakefrnt gs02	w chgo gs03	central gs04	sw chgo gs05	slakefrnt gs06	far s.west gs07	McH/Lake gs08	Kane gs10	DuPage gs11	Will gs12	N sub Ck gs13	S Sub Ck gs14	Far South gs99	sum
gs01	45,102	16,063	14,280	84,873	3,417	2,865	550	48	8	342	-	18,362	1,563	1,832	189,305
gs02	23,725	48,089	10,477	112,485	4,497	3,576	715	130	6	461	-	18,184	1,759	2,223	226,307
gs03	17,658	9,463	36,781	83,254	9,676	5,640	924	42	9	408	1	9,979	4,947	3,033	181,815
gs04	5,483	8,563	7,927	36,698	3,327	4,069	356	27	2	178	-	3,509	1,268	869	72,286
gs05	5,452	4,227	12,167	64,327	32,580	8,710	1,974	28	1	178	1	4,140	6,128	3,555	143,468
gs06	5,687	4,899	11,043	65,136	16,720	23,329	27	2	2	208	1	4,240	3,294	4,942	141,156
gs07	2,508	1,808	3,763	25,698	7,891	3,850	4,335	16	1	64	1	2,133	5,330	2,558	59,956
gs08	825	627	469	24,964	16	85	10	4,376	20	-	1	2,717	83	43	34,236
gs10	95	92	113	5,454	5	22	1	6	3,333	285	-	552	20	8	9,986
gs11	771	664	1,027	59,150	180	294	22	28	171	2,958	2	1,834	494	103	67,698
gs12	44	41	92	8,877	50	53	13	5	7	92	1,022	89	300	21	10,716
gs13	17,789	9,150	6,791	106,758	1,783	1,701	334	221	181	611	1	44,464	1,915	1,140	192,639
gs14	3,966	2,556	10,294	90,093	12,073	3,985	2,784	43	7	423	10	5,783	32,569	3,104	167,690
gs99	5,146	3,616	7,976	50,333	9,796	11,660	4,570	29	2	143	1	4,173	5,494	17,532	120,471
sum	134,251	109,838	123,200	818,100	102,011	69,859	18,216	5,026	3,750	6,351	1,041	120,169	65,164	40,963	1,617,939

Transit Mode Share by District (Percentage)

District	nwchgo gs01	nlakefrnt gs02	w chgo gs03	central gs04	sw chgo gs05	slakefrnt gs06	far s.west gs07	McH/Lake gs08	Kane gs10	DuPage gs11	Will gs12	N sub Ck gs13	S Sub Ck gs14	Far South gs99	sum
gs01	13	16	18	56	21	24	29	1	0	2	-	7	7	32	19
gs02	15	13	19	48	24	24	31	2	0	2	-	8	8	31	20
gs03	22	23	17	56	21	26	31	2	1	3	0	12	8	35	25
gs04	22	20	23	22	27	27	32	2	1	3	-	12	14	31	21
gs05	27	29	20	63	12	19	15	2	0	1	0	13	6	24	21
gs06	31	26	25	55	21	16	18	3	0	3	0	18	9	19	26
gs07	34	33	26	66	14	16	8	3	0	1	0	19	6	13	19
gs08	5	7	8	54	1	5	3	0	0	-	0	1	1	4	1
gs10	2	4	6	47	0	3	1	0	0	0	-	1	0	2	1
gs11	2	5	4	67	1	4	1	0	0	0	0	0	0	2	2
gs12	1	1	1	37	1	1	1	0	0	0	0	0	0	1	1
gs13	7	9	11	61	11	15	17	0	0	0	0	4	2	19	5
gs14	9	10	10	55	7	10	6	1	0	0	0	4	1	7	5
gs99	34	29	28	62	18	16	13	3	0	2	0	19	5	13	21
sum	13	14	17	53	13	17	11	0	0	0	0	3	2	14	10

Appendix C

2010 Alternative 1 Commuter Rail Enhancement Ridership Forecasts



Memorandum

APPENDIX C #1

DATE: September 17, 1998
TO: Ms. Supin Yoder, RTA
FROM: Mark Fialkowski
SUBJECT: CDOT Far South Transportation Study - **Commuter Rail Alternative - Revised**
ALTERNATIVE 1

Please code the following changes to test the ridership potential of the Metra upgrade and fare integration alternative. Note that these changes are representative, and especially in the case of the station consolidation, are not specific projects being proposed at this time. Also, let me know if you have any questions that were not addressed at our meeting this morning.

Station Changes -

- Eliminate the Racine and State stations on the Blue Island Branch and the 107th, 91st, 83rd and 75th Street stations on the Mainline.
- Add a South Shore Station in the southeast quadrant of the 130th Street/I-94 interchange, *with the same service as Hegewisch.*
- Include the proposed South Chicago Branch extension to 92nd/93rd and 91st closure in the base.

Fare Changes - As you discussed with Ron, please change the CTA and Pace bus to/from Metra transfer fare to \$0.30 for the entire Electric Line.

Speed Changes - None, though travel times will improve with the reduction dwell times due to station consolidation.

Peak Metra Service (Itinerary) Changes - Headways are to be reduced on the Blue Island Branch, Mainline and South Shore (to represent the West Lake service).

- Blue Island/Mainline - Add two new trains per hour (30 minute headway) to serve the Blue Island and Mainline station consolidation areas. The new train's itinerary should provide stops at Blue Island, Burr Oak, Ashland, West Pullman, Stewart Ridge, Kensington, 111th, 103rd, 95th, 87th, 79th, 55th/56th/57th, McCormick Place, Roosevelt, Van Buren and Randolph.
- South Shore - Cut the headway on CSB106 to 30 minutes from 60 minutes to represent a new West Lake hourly train.

Off-Peak Metra Service (Itinerary) Changes - Half-hourly bi-directional off-peak service should be provided on the Blue Island Branch and Mainline within the Study Area. Please change the EBI#1 and EBI#2 off-peak itinerary headways to 30 minutes from 120 minutes. To provide hourly off-peak South Shore service, please change the CSB#3 headway to 120 minutes from 180 minutes. Together with the CSB#2, the outbound headway will then be 60 minutes; the CSB#1 inbound headway was already hourly.

Park and Ride Lots/Marketshed Changes - New/expanded park and ride facilities are to be provided at West Pullman, Kensington, 95th Street (Mainline), the new South Shore 130th/I-94 station and the proposed South Chicago 92nd/93rd Street station. Suggested changes are:

- West Pullman - Connect to zones 1190, 1191, 1194 and 1195.
- Kensington - Connect 1186, 1187 and 1196.
- 95th Street - Connect to zones 1175-1177, 1181 - 1183.
- 130th/I-94 - Should draw from zones along I-94 and west of Torrence - connect 1201, 1202, 1257, 1258, 1263, 1264, 1269, 1270, 1275, 1276, 1281, 1282, 1287 and 1288.



Memorandum

Feeder Bus Connections

- Extend the CTA 34 South Michigan bus east to the new 130th/I-94 South Shore station.
- Introduce a Pace express bus with a 15-minute peak headway (no off-peak service) connecting far south suburban Cook County with the new 130th/I94 station via IL 394 and I-94. This route should start at Sauk Trail/Cottage Grove, travel north on Cottage Grove, then get on IL 394 at Glenwood/Dyer Road. As shown on the attached maps, it will intersect the 357 and 358 routes.

Via fax

cc: Rich Hazlett

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d\valc1_10\post\fs101rai.wk4 Yoder/Lupa	1990	FS 2010 Base	FS 2010 Alt1		
	Observed	2010 Fratar W	2010 Fratar Work Trip Table		
	Counts*	9/18/98	10/15/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
Downtown Stations					
Union Station	42,356	55,461	55,522	61	0%
C&NW Station	38,938	45,237	45,336	99	0%
Clybourn	682	1,021	1,029	8	1%
Randolph	19,564	20,907	22,997	2,090	10%
Van Buren St.	7,305	9,156	11,443	2,287	25%
LaSalle Station	14,874	15,770	15,317	(453)	-3%
Total	123,719	147,552	151,644	4,092	3%
Burlington Northern					
Aurora	973	1,217	1,218	1	0%
Route 59	1,734	3,043	3,044	1	0%
Naperville	3,231	3,615	3,618	3	0%
Lisle	2,237	1,841	1,842	1	0%
Tollway/I-355		660	660		
Belmont	1,423	2,035	2,036	1	0%
Main	2,052	2,562	2,564	2	0%
Fairview	547	580	580		
Westmont	1,239	1,835	1,836	1	0%
Clarendon Hills	979	1,166	1,166		
West Hinsdale	336	304	304		
Hinsdale	1,099	866	870	4	0%
Highlands	210	283	283		
Western Springs	1,152	1,099	1,100	1	0%
Stone Avenue	1,108	501	501		
La Grange	1,450	2,504	2,508	4	0%
Congress Park	107	165	166	1	1%
Brookfield	617	890	891	1	0%
Hollywood	121	178	178		
Riverside	477	625	626	1	0%
Harlem	748	779	779		
Berwyn	862	1,044	1,045	1	0%
LaVergne	247	(26)	(25)	1	-4%
Clyde	127	228	228		
Cicero	177	284	284		
Western	104	274	275	1	0%
Halsted	44	48	48		
Total	23,401	28,600	28,625	25	0%
C&NW-North					
Kenosha	283				
Winthrop Harbor	28	(28)	(28)		
Zion	88	221	222	1	0%
Waukegan	772	989	991	2	0%
North Chicago	175	329	329		
Great Lakes	96	104	104		
Lake Bluff	369	439	439		
Lake Forest	683	723	723		
Fort Sheridan	323	492	493	1	0%
Highwood	273	172	172		
Highland Park	1,211	1,208	1,209	1	0%
Ravinia	317	386	386		

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder/Lupa	1990 Observed Counts* total boardings	FS 2010 Base 2010 Fratar W 9/18/98 adjusted boardings	FS 2010 Alt1 2010 Fratar Work Trip Table		
			10/15/98 adjusted boardings	Compared With 2010 Base	
				#	%
Braeside	305	286	287	1	0%
Glencoe	782	868	869	1	0%
Hubbard Woods	453	914	914		
Winnetka	691	705	705		
Indian Hills	367	362	362		
Kenilworth	498	326	326		
Wilmette	1,449	1,563	1,565	2	0%
Central	1,273	1,086	1,086		
Evanston	1,114	1,304	1,312	8	1%
Main	839	833	833		
Rogers Park	873	993	994	1	0%
Ravenswood	628	772	773	1	0%
Total	13,890	15,047	15,066	19	0%
C&NW - Northwest					
McHenry	128	204	204		
Harvard	171	129	130	1	1%
Woodstock	323	544	544		
Crystal Lake	1,243	1,689	1,690	1	0%
Cary	732	955	955		
Fox River Grove	351	378	378		
Barrington	1,811	2,494	2,495	1	0%
Palatine	2,002	3,655	3,660	5	0%
Arlington Park	1,825	1,898	1,902	4	0%
Arlington Heights	3,180	2,342	2,345	3	0%
Mt. Prospect	2,075	3,259	3,261	2	0%
Cumberland	529	650	654	4	1%
Des Plaines	1,139	348	353	5	1%
Dee Road	403	612	615	3	0%
Park Ridge	825	908	913	5	1%
Edison Park	400	199	199		
Norwood Park	241	689	691	2	0%
Gladstone Park	91	98	98		
Jefferson Park	610	630	640	10	2%
Irving Park	275	336	338	2	1%
Total	18,354	22,017	22,065	48	0%
C&NW - West					
Geneva	1,374	1,864	1,866	2	0%
West Chicago	489	978	979	1	0%
Winfield	561	1,368	1,370	2	0%
Wheaton	2,124	2,449	2,452	3	0%
College Avenue	983	1,528	1,530	2	0%
Glen Ellyn	2,058	1,219	1,222	3	0%
Lombard	1,132	1,490	1,492	2	0%
Villa Park	1,140	1,784	1,786	2	0%
Elmhurst	1,706	1,870	1,873	3	0%
Berkeley	231	(70)	(70)		
Bellwood	193	(10)	(11)	(1)	10%
Melrose Park	118	199	201	2	1%
Maywood	90	161	160	(1)	-1%
River Forest	294	379	379		

* 1995 Observed counts are used for CTA Southwest Line.

Appendix C #2

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder/Lupa	1990	FS 2010 Base	FS 2010 Alt1		
	Observed	2010 Frater W	2010 Frater Work Trip Table		
	Counts* total boardings	9/18/98 adjusted boardings	10/15/98 adjusted boardings	Compared With 2010 Base	
				#	%
Oak Park	1,058	1,050	1,057	7	1%
Kedzie	43	43	43		
Total	13,594	16,302	16,329	2,160	13%
Chicago, S.S. & S.B.					
130th/I-94			752	752	
Hegewisch	1,535	1,933	2,296	363	19%
Total	1,535	1,933	3,048	1,115	58%
Metra Electric					
Blue Island	329	451	700	249	55%
Burr Oak	295	573	814	241	42%
Ashland Avenue	143	160	438	278	174%
Racine Avenue	74	23		(23)	
West Pullman	52	(56)	361	417	
Stewart Ridge	69	66	550	484	733%
State Street	97	(32)		(32)	
Subtotal	1,059	1,185	2,863	1,678	142%
93rd/S Chicago		650	469	(181)	-28%
91st/S Chicago	1,021				
87th	370	207	209	2	1%
83rd	497	835	856	21	3%
Cheltenham	283	537	542	5	1%
Windsor Park	333	352	354	2	1%
South Shore	444	217	144	(73)	-34%
Bryn Mawr	236	349	351	2	1%
Stoney Island	247	292	182	(110)	-38%
Subtotal	3,431	3,439	3,107	(332)	-10%
University Park	803	809	810	1	0%
Richton Park	1,608	1,365	1,377	12	1%
Matteson	1,073	2,010	2,074	64	3%
211th	1,135	1,183	1,174	(9)	-1%
Olympia Fields	263	426	458	32	8%
Flossmoor	1,291	1,688	1,754	66	4%
Homewood	1,697	2,196	2,232	36	2%
Calumet	1,175	728	804	76	10%
Hazel Crest	848	502	496	(6)	-1%
Harvey	1,456	1,871	1,785	(86)	-5%
147th	1,576	1,718	1,708	(10)	-1%
Ivanhoe	1,230	1,203	1,116	(87)	-7%
Riverdale	612	638	593	(45)	-7%
Subtotal	14,767	16,337	16,381	44	0%
Kensington/115th	1,342	1,033	1,424	391	38%
Pullman/111th	48	49	168	119	243%
107th	52	72		(72)	
103rd	75	127	246	119	94%
95th	59	36	482	446	1239%
91st	38	32		(32)	
87th	50	15	586	571	3807%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder/Lupa	1990	FS 2010 Base	FS 2010 Alt1		
	Observed	2010 Fratar W	2010 Fratar Work Trip Table		
	Counts* total boardings	9/18/98 adjusted boardings	10/15/98 adjusted boardings	Compared With 2010 Base	
				#	%
83rd	73	130		(130)	
79th	108	201	1,908	1,707	849%
75th	34	31		(31)	
Subtotal	1,879	1,726	4,814	3,088	179%
63rd	97	103	325	222	216%
U of C/59th	1,581	1,603	1,992	389	24%
55-57th	547	697	636	(61)	-9%
Hyde Park/53rd	714	797	827	30	4%
Kenwood/47th	77	17	26	9	53%
27th	186	38	60	22	58%
23rd	146				
18th	16	56	70	14	25%
Roosevelt Rd		167	136	(31)	-19%
Subtotal	3,364	3,478	4,072	594	17%
Total	24,500	25,111	28,505	3,394	14%
Metra Heritage					
Joliet	519	561	569	8	1%
Lockport	92	425	425		
Lemont	241	586	586		
Willow Springs	128				
Summit	152	137	137		
Total	1,132	1,709	1,717	8	0%
Milwaukee - North					
Fox Lake	431	751	752	1	0%
Ingleside	48	100	100		
Long Lake	92	257	257		
Round Lake	378	559	560	1	0%
Grayslake	361	627	628	1	0%
Libertyville	1,140	1,823	1,825	2	0%
Lake Forest	498	570	570		
Deerfield	1,668	1,991	1,992	1	0%
Lake/Cook					ERR
Northbrook	1,457	939	942	3	0%
Techny					
Glenview	1,439	1,573	1,577	4	0%
Golf	243	53	53		
Morton Grove	707	1,190	1,190		
Edgebrook	384	397	397		
Forest Glen	144	97	97		
Mayfair	109	73	74	1	1%
Grayland	121	65	66	1	2%
Healy	211	140	144	4	3%
Western Avenue	585	1,013	1,014	1	0%
Total	10,016	12,218	12,238	20	0%
Milwaukee - West					
Big Timber	128	317	317		
Elgin	366	774	775	1	0%
National Street	426	534	534		

Appendix C #2

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder\Lupa	1990	FS 2010 Base	FS 2010 Alt1	
	Observed	2010 Fratar W	2010 Fratar Work	2010 Trip Table
	Counts* total boardings	9/18/98 adjusted boardings	10/15/98 adjusted boardings	Compared With 2010 Base # %
Bartlett	1,081	2,229	2,231	2 0%
Hanover Park	1,173	2,522	2,525	3 0%
Schaumburg	1,246	1,099	1,102	3 0%
Roselle	1,767	2,249	2,253	4 0%
Medinah	272	97	97	
Itasca	508	1,419	1,419	
Wood Dale	611	1,114	1,115	1 0%
Bensenville	451	200	201	1 1%
Mannheim	47	(56)	(54)	2 -4%
Franklin Park	641	265	267	2 1%
River Grove	239	466	467	1 0%
Elmwood Park	397	340	334	(6) -2%
Mont Clare	472	181	188	7 4%
Mars	123	(253)	(252)	1 -0%
Galewood	270	485	486	1 0%
Hanson Park	57	275	276	1 0%
Cragin	39	122	123	1 1%
Hermosa	80	194	195	1 1%
Western Avenue	585	1,013	1,014	1 0%
Total	10,979	15,586	15,613	27 0%
Norfolk Southern				
179th Orland Pk		542	542	
153rd Orland Pk		894	894	
143rd Orland Pk	188	771	771	
Palos Park	191	379	379	
Worth	408	201	201	
Chicago Ridge	448	374	372	(2) -1%
Oak Lawn	798	1,077	1,077	
Ashburn	397	393	393	
Landers	206	290	290	
Total	2,636	4,921	4,919	(2) -0%
Rock Island - Beverly				
Blue Island/Vermo	158	400	370	(30) -8%
Prarie Street	79	78	76	(2) -3%
123rd	55	55	55	
119th	487	647	509	(138) -21%
115th	314	313	313	
111th	1,033	1,255	1,245	(10) -1%
107th	684	440	441	1 0%
103rd	1,104	956	920	(36) -4%
99th	839	914	915	1 0%
95th	706	700	700	
91st	631	216	216	
Brainard	290	504	503	(1) -0%
Gresham	376	441	273	(168) -38%
Total	6,756	6,919	6,536	(383) -6%
Rock Island - Main				
Joliet	519	561	569	8 1%
New Lennox	649	737	739	2 0%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder/Lupa	1990 Observed Counts*	FS 2010 Base 2010 Fratar W 9/18/98 adjusted boardings	FS 2010 Alt1 2010 Fratar Work Trip Table		
			10/15/98 adjusted boardings	Compared With 2010 Base	
				#	%
Mokena	617	487	487		
Hickory Creek		283	285	2	1%
Tinley Park/80th	1,239	1,355	1,366	11	1%
Tinley Park	1,388	1,079	1,087	8	1%
Oak Forest	1,460	1,917	1,902	(15)	-1%
Midlothian	1,270	1,297	1,309	12	1%
Robbins	108	110	105	(5)	-5%
Subtotal	7,250	7,826	7,849	23	0%
Blue Island/Vermo	680	922	892	(30)	-3%
Washington Height	207	211	214	3	1%
Longwood/99th					
Manor/95th	128	129	128	(1)	-1%
Subtotal	1,015	1,262	1,234	(28)	-2%
Total	8,265	9,088	9,083	(5)	-0%
RAPID TRANSIT					
Evanston					
Linden	1,850	1,734	1,733	(1)	-0%
Central	950	470	470		
Noyes	600	(542)	(542)		
Foster	650	624	624		
Davis	3,600	3,955	3,953	(2)	-0%
Dempster	650	1,149	1,148	(1)	-0%
Main	1,450	1,448	1,448		
South Blvd.	850	893	893		
Total	10,600	9,731	9,727	(4)	-0%
Skokie					
Dempster	3150	2,895	2,893	(2)	-0%
Total	3150	2,895	2,893	(2)	-0%
Howard					
Howard	9,450	8,302	8,300	(2)	-0%
Jarvis	1,300	1,420	1,420		
Morse	4,950	4,576	4,576		
Loyola	5,700	5,030	5,029	(1)	-0%
Granville	2,500	4,851	4,850	(1)	-0%
Thorndale	2,250				
Bryn Mawr	4,700	6,576	6,575	(1)	-0%
Berwyn	2,200	3,598	3,598		
Argyle	2,050				
Lawrence	2,200	2,482	2,481	(1)	-0%
Wilson	5,350	6,018	6,017	(1)	-0%
Sheridan	2,950	3,106	3,106		
Addison	3,400	4,202	4,202		
Belmont	8,950	16,609	16,506	(103)	-1%
Fullerton	8,650	7,282	7,360	78	1%
North/Clybourn	1,700	4,135	4,119	(16)	-0%
Clark/Division	5,250	6,376	6,359	(17)	-0%
Chicago	9,800	8,350	8,234	(116)	-1%
Grand	4,750	11,970	11,730	(240)	-2%

Appendix C #2

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder\Lupa	1990	FS 2010 Base	FS 2010 Alt1		
	Observed	2010 Frater W	2010 Frater Work Trip Table		
	Counts*	9/18/98	10/15/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
Total	88,100	104,883	104,462	(421)	-0%
Combined Southwest/South					
Roosevelt	1,000	4,120	4,100	(20)	-0%
Total	1,000	4,120	4,100	(20)	-0%
South Main					
35th	2,850	(4)	(2)	2	-50%
Indiana	700	(483)	(483)		
43rd	1,300	2,112	2,123	11	1%
47th	2,450	297	267	(30)	-10%
51st	1,700	1,969	1,861	(108)	-5%
Garfield	1,350	1,326	1,324	(2)	-0%
58th	450	472	471	(1)	-0%
Subtotal	10,800	5,689	5,561	(128)	-2%
Jackson Park					
61st	700	695	695		
King Drive	900	901	901		
Cottage Grove	1,300	852	686	(166)	-19%
University	1350				
Dorchester	1,350	4,214	3,844	(370)	-9%
Subtotal	5,600	6,662	6,126	(536)	-8%
Englewood					
Wentworth	250				
Harvard	500	447	434	(13)	-3%
Halsted	1,250	1,527	1,539	12	1%
Racine	900				
Ashland	3,500	2,231	2,243	12	1%
Subtotal	6,150	4,205	4,216	11	0%
Total	22,550	16,556	15,903	(653)	-4%
Southwest*					
Ford City					
63rd					
Midway	6,550	6,964	6,959	(5)	-0%
Pulaski	5,050	7,416	7,416		
Kedzie	2,600	1,410	1,410		
Western	3,050	2,144	2,173	29	1%
35/Archer	2,150	2,364	2,364		
Ashland	1,200	2,382	2,383	1	0%
Halsted	1,550	1,628	1,630	2	0%
Total	22,150	24,308	24,335	27	0%
Lake					
Harlem	3,250	2,758	2,758		
Oak Park	1,300	1,599	1,597	(2)	-0%
Ridgeland	1,250	1,361	1,360	(1)	-0%
Austin	2,250	2,651	2,651		
Central	2,650	2,125	2,123	(2)	-0%
Laramie	1,500	3,539	3,540	1	0%

* 1995 Observed counts are used for CTA Southwest Line.

Appendix C #2

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder/Lupa	1990 Observed Counts*	FS 2010 Base 2010 Fratar W 9/18/98 adjusted boardings	FS 2010 Alt1 2010 Fratar Work Trip Table		
			10/15/98 adjusted boardings	Compared With 2010 Base	
				#	%
Cicero	1,450	1,473	1,473		
Pulaski	2,150	2,341	2,340	(1)	-0%
Homan	800				
Kedzie/Homan	800	925	923	(2)	-0%
California	500	1,772	1,772		
Ashland	1,300	1,565	1,563	(2)	-0%
Halsted	750				
Morgan		5,691	5,519	(172)	-3%
Clinton/NW Pass	2,550	313	302	(11)	-4%
Total	22,500	28,113	27,921	(192)	-1%
Dan Ryan					
Harrison	1,300	4,558	4,322	(236)	-5%
Roosevelt	3,100	2,295	2,226	(69)	-3%
Cermak	1,700	4,291	4,282	(9)	-0%
35th	2,550	2,903	2,899	(4)	-0%
47th	1,450	4,050	4,060	10	0%
Garfield	3,250	6,474	6,427	(47)	-1%
63rd	2,850	3,451	3,404	(47)	-1%
69th	6,650	7,266	7,252	(14)	-0%
79th	8,150	13,784	13,335	(449)	-3%
87th	5,550	11,451	10,768	(683)	-6%
95th	20,150	25,587	24,552	(1,035)	-4%
King Drive					
103rd					
111th					
119th					
127th					
Total	56,700	86,110	83,527	(2,583)	-3%
O'Hare					
O'Hare	7,100	21,157	21,154	(3)	-0%
River Road	5,250	5,399	5,398	(1)	-0%
Cumberland	5,050	6,156	6,155	(1)	-0%
Harlem	4,650	3,231	3,229	(2)	-0%
Jefferson Park	10,500	12,356	12,352	(4)	-0%
Montrose	1,900	2,518	2,517	(1)	-0%
Irving Park	4,450	4,635	4,635		
Addison	2,500	4,746	4,746		
Belmont	5,450	6,743	6,744	1	0%
Logan Square	5,800	6,933	6,933		
California	2,300	3,151	3,151		
Western	2,150	4,204	4,207	3	0%
Damen	3,600	2,409	2,410	1	0%
Division	3,900	3,794	3,794		
Chicago	1,400	2,241	2,241		
Grand	850				
Total	66,850	89,673	89,666	(7)	-0%
Douglas/Congress					
Clinton	2,700	2,668	2,668		
U of I	5,650	6,491	6,440	(51)	-1%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\postfs101rai.wk4 Yoder/Lupa	1990 Observed Counts* total boardings	FS 2010 Base 2010 Frater W 9/18/98 adjusted boardings	FS 2010 Alt1 2010 Frater Work Trip Table		
			10/15/98 adjusted boardings	Compared With 2010 Base	
				#	%
Racine	2,050	1,892	1,892		
Subtotal	10,400	11,051	11,000	(51)	-0%
Congress St Line					
Medical Center	1,850	1,980	1,979	(1)	-0%
Western	800	1,154	1,153	(1)	-0%
Kedzie	1,700	1,793	1,792	(1)	-0%
Pulaski	1,250	1,188	1,188		
Cicero	1,100	987	987		
Austin	1,950	459	459		
Oak Park	1,700	1,696	1,696		
Harlem	1,050	1,103	1,103		
Des Plaines	4,500	4,046	4,044	(2)	-0%
Subtotal	15,900	14,406	14,401	(5)	-0%
Douglas Line					
Polk	3,050	3,058	3,056	(2)	-0%
18th	1,500	1,270	1,251	(19)	-1%
Hoyne	1,150	617	617		
Western	1,000	961	961		
California	1,500	1,897	1,896	(1)	-0%
Kedzie	950	817	820	3	0%
Central Park	1,150	462	464	2	0%
Pulaski	1,050	861	860	(1)	-0%
Kildare	650	1,457	1,457		
Cicero	1,650	1,376	1,376		
Laramie	900	1,020	1,020		
Cicero-Berwyn	2,450	3,070	3,070		
Subtotal	17,000	16,866	16,848	(18)	-0%
Total	43,300	42,323	42,249	(36)	-0%
Ravenswood					
Kimball	3,750	4,031	4,030	(1)	-0%
Kedzie	1,150	(391)	(391)		
Francisco	750	593	593		
Rockwell	700	4,801	4,800	(1)	-0%
Western	3,100	492	492		
Damen	1,550	1,550	1,550		
Montrose	1,400				ERR
Irving Park	1,950	1,922	1,922		
Addison	1,450	1,514	1,514		
Paulina	900	1,964	1,966	2	0%
Southport	1,700	1,740	1,740		
Subtotal	18,400	18,216	18,216		
Belmont					
Wellington	8,950	16,609	16,506	(103)	-1%
Diversey	1,100				
	2,800	2,703	2,703		
Fullerton	8,650	7,282	7,360	78	1%
Armitage	2,700	2,373	2,381	8	0%
Sedgwick	1,000	2,095	2,088	(7)	-0%
Chicago	2,250	1,781	1,783	2	0%

Six-County Rail Ridership Forecasts**Alternative 1****Commuter Rail Enhancement**

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101rai.wk4 Yoder/Lupa	1990	FS 2010 Base	FS 2010 Alt1		
	Observed	2010 Fratar W	2010 Fratar	Work Trip Table	
	Counts*	9/18/98	10/15/98	Compared With	
	total	adjusted	adjusted	2010 Base	
	boardings	boardings	boardings	#	%
Merchandise Mart	3,300	3,583	3,612	29	1%
Subtotal	30,750	36,426	36,433	7	0%
Total	49,150	54,642	54,649	7	0%

* 1995 Observed counts are used for CTA Southwest Line.

Appendix C #3
Six-County Bus Ridership Forecasts
Alternative 1
Commuter Rail Enhancement
RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder\Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total	9/18/98	10/15/98	Compared with	
Rte #	route name	boardings	adjusted	adjusted	2010 Base	
			boardings	boardings	#	%
1	Indiana/Hyde Park	10,034	10,839	10,929	90	1%
2	Hyde Park Express	1,110	899	908	9	1%
3	King Drive	22,712	24,234	24,249	15	0%
4	Cottage Grove	25,776	23,807	23,692	(115)	-0%
6	Jeffery Express	19,007	18,068	18,258	190	1%
7	Harrison	6,074	5,736	5,932	196	3%
8	Halsted	23,772	25,641	25,638	(3)	-0%
8 a	South Halsted	3,836	3,861	3,758	(103)	-3%
9	Ashland	36,050	37,946	37,941	(5)	-0%
11	Lincoln	10,150	9,269	9,266	(3)	-0%
12	Roosevelt	11,031	11,608	11,608		
14	South Lake Shore Exp	10,188	12,075	11,267	(808)	-7%
16	Lake	2,854	1,022	1,023	1	0%
17	Westchester	1,462	1,498	1,498		
18	16th/18th	3,872	3,922	3,934	12	0%
20	Madison	18,063	17,758	17,763	5	0%
21	Cermak	7,229	6,810	6,813	3	0%
22	Clark	26,439	25,621	25,612	(9)	-0%
24	Wentworth	8,511	5,720	5,685	(35)	-1%
25	West Cermak	1,126	857	857		
27	South Deering	6,407	10,833	10,100	(733)	-7%
28	Stony Island	14,570	11,470	11,278	(192)	-2%
29	State	19,139	15,110	15,082	(28)	-0%
30	South Chicago	6,208	5,117	5,500	383	7%
31	31st	629	439	440	1	0%
32	West 31st					
33	Magnificent Mile Exp.					
34	South Michigan	16,002	15,685	16,383	698	4%
35	35th	8,270	7,433	7,434	1	0%
35 w	West 35th/Pershing					
36	Broadway	22,448	22,452	22,442	(10)	-0%
37	Sedgwick	4,927	6,529	6,647	118	2%
38	Indiana					
39	Pershing	2,983	1,459	1,461	2	0%
41	Elston/Clybourn	2,867	8,117	8,118	1	0%
42		3,206				
43	43rd	2,742				
44	Wallace/Racine	12,846	15,918	15,921	3	0%
45		3,007				
47	47th	10,768				
48	South Damen	3,331	331	333	2	1%
49	Western	29,443	31,800	31,771	(29)	-0%
49 a	South Western	1,578	278	(123)	(401)	-144%
49 b	North Western	3,144	3,507	3,508	1	0%
50	Damen	11,879	11,485	11,485		
51	51st	5,148	4,724	4,621	(103)	-2%

Appendix C #3
Six-County Bus Ridership Forecasts
Alternative 1

Commuter Rail Enhancement
RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total	9/18/98	10/15/98	Compared with	
		boardings	adjusted	adjusted	2010 Base	
			boardings	boardings	#	%
52	Kedzie/California	13,728	10,032	10,028	(4)	-0%
52 a	South Kedzie	6,266	2,393	2,397	4	0%
53	Pulaski	25,857	26,136	26,140	4	0%
53 a	South Pulaski	10,853	13,428	13,449	21	0%
53 ltd	South Pulaski Ltd.					
54	Cicero	13,083	11,126	11,127	1	0%
54 a	N Cicero/Skokie Blvd	2,261	988	988		
54 b	South Cicero	5,683	8,509	8,512	3	0%
55	Garfield	13,790	20,060	20,054	(6)	-0%
56	Milwaukee	18,465	17,765	17,767	2	0%
56 a	North Milwaukee	18,465	17,438	17,439	1	0%
57	Laramie	2,809	6,749	6,749		
59	59th/61st	4,162	4,164	4,178	14	0%
60	Blue Island/26th	17,170	18,391	18,395	4	0%
62	Archer Local	27,682	(1,942)	(1,915)	27	-1%
62 a	Archer/Austin	included above				
62 h	Archer/Harlem					
62 n	Archer/Naragansett					
63	63rd	22,169	19,315	19,275	(40)	-0%
63 w	West 63rd					
64	Foster/Canfield					
65	Grand	7,945	3,390	3,389	(1)	-0%
66	Chicago	18,374	18,763	18,763		
67	67th/69th/71st	14,731	13,819	13,802	(17)	-0%
68	Northwest Highway	3,231	3,153	3,156	3	0%
69	Foster/East River	513	5,233	5,233		
70	Division	12,244	10,702	10,702		
71	71st	7,378	4,889	5,676	787	16%
72	North	14,895	16,362	16,344	(18)	-0%
73	Armitage	8,484	8,522	8,522		
74	Fullerton	13,076	11,379	11,385	6	0%
75	74th/75th	7,259	8,004	7,452	(552)	-7%
76	Diversey	16,525	16,385	16,385		
77	Belmont	24,626	24,303	24,299	(4)	-0%
78	Montrose	9,851	10,864	10,865	1	0%
79	79th	28,548	37,574	36,976	(598)	-2%
80	Irving Park	14,427	14,509	14,510	1	0%
80 w	West Irving Park					
81	Lawrence	16,373	4,872	4,873	1	0%
81 w	West Lawrence	2,285	2,557	2,560	3	0%
82	Kimball/Homan	21,249	19,507	19,507		
84	Peterson	5,670	5,531	5,532	1	0%
85	Central	16,812	17,122	17,126	4	0%
85 a	North Central	1,250	1,627	1,628	1	0%
86	Narragansett	2,451	3,836	3,835	(1)	-0%
87	87th	16,598	22,916	21,781	(1,135)	-5%

Appendix C #3

Six-County Bus Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total	9/18/98	10/15/98	Compared with	
		boardings	adjusted	adjusted	2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
88	Higgins	2,584	3,035	3,035		
89	North Kedzie	763				
90	Harlem	5,293	4,083	4,082	(1)	-0%
90 n	North Harlem	763	771	771		
91	Austin	11,681	11,002	11,002		
92	Foster	7,753	12,171	12,172	1	0%
92 w	West Foster					
93	North California	3,005	3,155	3,155		
94	South California	11,907	10,220	10,229	9	0%
95 e	93rd/95th	6,414	6,677	6,082	(595)	-9%
95 w	95th	8,229	9,771	9,742	(29)	-0%
96	Lunt	1,679	1,822	1,822		
97	Skokie	4,483	4,506	4,506		
99 m		805				
99	Stevenson Express	5,879				
100	Jeffery Manor Exp.	1,342	804	781	(23)	-3%
103	West 103rd	4,878	5,741	5,578	(163)	-3%
104	Pullman	Included in 111a	Included in 111a			
106	East 103rd/106th	3,757	6,750	6,325	(425)	-6%
108	Halsted	5,994	6,956	6,527	(429)	-6%
110	Marquette	769	758	758		
111 a	111th/115th (outer)	8,682	7,623	7,443	(180)	-2%
111 b	111th/115th (inner)	included above	included above			
112	Vincennes/111th	4,345	10,838	10,538	(300)	-3%
119	Michigan/119th		12,034	12,217	183	2%
120	NW/Wacker Express	968	977	977		
121	Union/Wacker Express	1,286	1,342	1,342		
122	Illinois Ctr/NW Exp	556	708	708		
123	Illinois Ctr/un Exp	907	1,147	1,147		
125	Water Tower Express	3,096	3,868	3,868		
126	Jackson	12,558	14,302	14,762	460	3%
127	NW/Madison	444				
128	Orleans					
129	NW/Franklin	887	(293)	(285)	8	-3%
131	Washington	1,240	799	799		
135	Wilson/La Salle Exp	3,178	4,233	4,233		
136	Sheridan/La Salle Ex	1,950	3,334	3,334		
145	Wilson/Michigan Exp	8,900	10,435	10,432	(3)	-0%
146	Marine/Michigan Exp	10,495	10,280	10,281	1	0%
147	Outer Drive Express	10,705	5,972	6,000	28	0%
151	Sheridan	28,522	23,891	24,092	201	1%
152	Addison	16,257	22,532	22,533	1	0%
155	Devon	8,818	10,421	10,422	1	0%
156	La Salle	12,646	13,540	13,519	(21)	-0%
157	Streeterville	4,819	4,817	4,817		
162		3112				

Appendix C #3
Six-County Bus Ridership Forecasts
Alternative 1
Commuter Rail Enhancement
RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	10/15/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
164	Narragansett Express	3,531				
165	West 65th					
201	Central/Sherman	2,417	2,052	2,052		
202	Main/Emerson	969	888	888		
203	Ridge/Grant	1,781	1,812	1,814	2	0%
204	Dodge	2,061	397	398	1	0%
CTA TOTALS*		1,171,184	1,169,042	1,165,437	(3,605)	-0%
208	Evanston-Golf Mill	1,294				
209	Woodfield-Harlem	2,433	304	311	7	2%
210	Glenview-Loop	1,083	2,025	2,043	18	1%
211	Milwaukee-Western					
212	Northbrook-Evanston	1,071	2,958	2,961	3	0%
213	Green Bay Road	2,177	(567)	(567)		
214	Deerfield-Evanston	included in #213				
215	Old Orchard-Howard	2,377	4,223	4,222	(1)	-0%
220	Glenview-O Hare	1,126	4,544	4,550	6	0%
221	W Des Plaines-Riv Rd	1,077	(959)	(959)		
222	Rosemont					
223 e	Elk Grove-River Road	2179	(549)	(548)	1	-0%
223 w	Elk Grove-River Road	included above				
225	Jeff Park-Howard Ind	496	741	743	2	0%
226	Oakton	1,767	887	892	5	1%
228	Glenview-Harlem	1,054	1,226	1,225	(1)	-0%
230	South Des Plaines	800	452	456	4	1%
233	SW Des Plaines					
234	Wheeling-Des Plaines	573	1,412	1,413	1	0%
240	Park Ridge-Dee Road	1,011	466	466		
241	Park Ridge-Greenwood	768	198	198		
250	Dempster	3,091	1,884	1,889	5	0%
270	Milwaukee	4,435	5,638	5,639	1	0%
290	Touhy	5,331	6,448	6,451	3	0%
301	Roosevelt Road	1,518	1,340	1,342	2	0%
302	Ogden-Stanley	968	875	876	1	0%
303	Madison St-19th	1,247	1,349	1,349		
304	Cicero-La Grange	1,462	2,061	2,061		
305	Cicero-River Forest	2,312	3,009	3,014	5	0%
307	Harlem	4,283	3,637	3,639	2	0%
308	Medical Center	1,259	604	604		
309	Lake Street	1,445	2,089	2,090	1	0%
310	Madison-Hillside	1,472	1,569	1,569		
311	Oak Park Avenue	2,338	1,625	1,626	1	0%
312	Ogden	142	177	177		
313	St. Charles Road	1,942	1,269	1,269		
315	Austin-Ridgeland	1,022	1,709	1,709		
318	West North Ave.	2,080	2,483	2,486	3	0%

Appendix C #3
Six-County Bus Ridership Forecasts
Alternative 1
Commuter Rail Enhancement
 RTA System Planning Division, October 1998

d:\Malt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total	9/18/98 adjusted	10/15/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
319	Grand Avenue	745	(629)	(628)	1	-0%
320	Madison St.	578	602	602		
322	22nd Street	4,056	5,233	5,232	(1)	-0%
325	25th Avenue	616	647	648	1	0%
330	Mannheim-La Grange	1,290	2,582	2,587	5	0%
331	Cumberland-5th	2,132	2,819	2,820	1	0%
332	Elmhurst/York	256	319	320	1	0%
349	South Western	3,622	6,056	5,725	(331)	-5%
350	Sibley	719	304	308	4	1%
352	Halsted	5,957	9,558	9,324	(234)	-2%
353	95th-Riverdale	4,523	6,277	5,915	(362)	-6%
354	Orland/SW Shopper	519	622	647	25	4%
355	Lansing	1,043	469	433	(36)	-8%
357	Lincoln Highway	1,372	1,519	1,580	61	4%
358	Torrence	405	1,171	1,143	(28)	-2%
359	Robbins-S. Kedzie	1,247	2,207	1,775	(432)	-20%
362	South Park Forest	82	96	99	3	3%
364	159th Street	1,853	679	731	52	8%
364 a	159th Street	included above				
366	Park Forest-Chi Hts	487	567	584	17	3%
367	University Park	301	297	303	6	2%
369	Central Park Forest	52	97	149	52	54%
370	Harvey-Chicago Hts.	677	845	794	(51)	-6%
379	West 79th Street	594	832	833	1	0%
380	Clearing	168				
381	95th	5,216	2,754	2,753	(1)	-0%
381 a	95th Cutback	included above				
382	Central	243	996	998	2	0%
383	Cicero	847	(70)	(85)	(15)	21%
383 a	Cicero	included above				
384	Narragansett	508	(819)	(838)	(19)	2%
384 a	Narragansett-Ridgeld	included above				
385	87th/111th	534	2,770	2,743	(27)	-1%
386	Harlem	910	(3,434)	(3,483)	(49)	1%
386 a	Harlem	included above				
404	Itasca-Hamilton					
405	Woodfield-Elk Grove					
407	Bloomington-Roselle	36	69	69		
411	Niles Local	1,083	222	222		
411 a	Niles Local-Reverse	included above				
412		306				
421	Northfield Plaza	1,068				
421 a	Glenview	included above				
422	Old Orchard	1,133	2,005	2,005		
423	Winnetka	1,008	278	278		
448	South Holland	52	362	461	99	27%

Appendix C #3
Six-County Bus Ridership Forecasts
Alternative 1

Commuter Rail Enhancement
RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total	9/18/98	10/15/98	Compared with 2010 Base	
Rte #	route name	boardings	adjusted boardings	adjusted boardings	#	%
451	Southeast Homewood	74	81	113	32	40%
452	Northeast Homewood	137	408	470	62	15%
453	Southwest Homewood	63				
454	Northwest Homewood	59	532	717	185	35%
460	Hazel Crest	85	(125)	(125)		
471	Hghland Pk-Deerfield	410	388	388		
472	Hghlnd Pk-Ft Sheridn	413	387	387		
473	Hghlnd Pk-Lake Cook	190	3	3		
473 a	Hghland Pk-Braeside	included above				
473 b	Hghlnd Pk-Nbrook Ct	included above				
501	Forest Park	884	583	584	1	0%
501 a	West Jefferson	included above				
502	Cass	786	777	777		
502 a	Marquette Gardens	included above				
503	Black Rd-Raynor Park	237	239	239		
504	South Joliet	210	206	206		
505	Lidice	340	297	297		
505 a	Rockdale	included above				
506	Wash./2nd	320	326	326		
507	Plainfield	283	291	291		
509	Lockport					
521	High St.	318	329	330	1	0%
522	Sherman	232	242	242		
523	North/Lake	410	459	459		
524	Downer	224	292	292		
525		286				
526	Westplaza	452				
527	Moecherville	445	443	443		
528	Fifth St.	346	362	362		
529	Indian Trail	384	416	416		
530	Fox Valley Center	720	719	719		
531	Waubonsee	155	250	251	1	0%
532	Randall	242	281	281		
533	Molitor	293	312	312		
541	Douglas	487	476	477	1	0%
542	Grove	597	588	588		
543	Dundee	591	589	589		
544	Chicago	586	581	581		
545	Walnut	548	582	583	1	0%
546	South	501	545	545		
547	Wing Park	291	317	317		
548	Highland	375	432	432		
549	McLean	419	489	489		
552	N.State/Spring Hill Mall	561	695	696	1	0%
553	Park/Summit	271	365	365		
560	Uss G.America					

Six-County Bus Ridership Forecasts Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\valt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	10/15/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
561	Castlecrest	471	461	461		
562	Gurnee/Sunset	633	668	668		
563	Farnsworth/Naval	440	543	543		
564	Jackson	348	420	420		
565	Grand Ave	279	390	390		
566	Lewis					
568	Lakehurst	840	822	822		
569		869	867	867		
570	Foxlake/College	100	115	115		
571	Aion	655	695	695		
572	Hawthorn/Waukegan	1,139	1,340	1,341	1	0%
580	Abbott/Mundelein					
602	Higgins/Salem	68	(173)	(170)	3	-2%
603	Cedarcrest/Roselle	31	(703)	(702)	1	-0%
604	Springinguth	29	(742)	(741)	1	-0%
605	Plumgrove/Summit	70	321	321		
606	Northwest Ltd.	1,509	(1,087)	(1,091)	(4)	0%
607	Woodfield					
621	SW Northbrook Feeder	31	(82)	(81)	1	-1%
622	NW Northbrook Feeder	43	32	33	1	3%
626	Lake-Cook Limited	626	1,631	1,631		
641	NE Elmhurst					
642	SW Elmhurst	77	100	100		
643	NW Elmhurst	59				
644	Sc Elmhurst	26	(185)	(185)		
645	Ind. Elmhurst	included in #643				
646	SE Elmhurst	36	46	46		
652	SW Glenellyn	55	9	9		
653	bloomingda	112	(46)	(46)		
654	Sc Glen Ellyn	90	5	5		
655	C Glendale Hts	60	194	194		
656	SE Glen Ellyn	59	170	170		
657	W Glendsale Hts/Glen	128	597	599	2	0%
661	SW Westmont	69	233	234	1	0%
662	Sc Westmont	96	66	66		
664	Willowbrook/Clarendo	127	201	202	1	0%
665	Darien/Westmont	89	40	40		
666	Burr Ridge	56	186	187	1	1%
669	W. Springs/Indian He	58	50	51	1	2%
672	SE Lombard	38	(217)	(217)		
674	SW Lombard	57	(5)	(5)		
676	Naper. Cress Creek	66	101	101		
677	Naper. W. Highlands	45				
678	Naper. Carriage Hill	137				
679	Warrenville Feeder					
680	Naper. Brookdale					

Appendix C #3

Six-County Bus Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	10/15/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
681	Naper. Saybrook	67	37	37		
683	Naper. Springbrook	90	188	188		
684	Naper. Maplebrook	100				
685	Naper. Will-o-way	100	108	108		
686	Naper. Oldfarm	111	127	127		
687	Naper. Farmstead	83	94	95	1	1%
688	Naper Huntington	83	119	119		
689	Naper. Hobson Vill.	98	134	134		
690	Buffalo Grv/Arl.Hts	384	(210)	(209)	1	-0%
693	Arling. Hts/Palatine					
695	Woodfield/Randhurst					
696	Woodfield-AH Randhurst	430	585	587	2	0%
697	Roselle/Woodfield					
698	NW Arling. Hts	48	(140)	(140)		
699	Woodfield-Palatine	332	1,056	1,057	1	0%
700	Addison/Villa Park	47	201	202	1	0%
702	SW Villa Park	77	232	232		
703	Sc Villa Park	100	32	32		
706	College Ave SE Wheat	88	222	223	1	0%
707	SW Wheaton	96	285	285		
708	Schmale/Main	66	340	341	1	0%
709	C.stream/N.Wheaton	72	(118)	(116)	2	-2%
710	Gary/Carol Stream	78				
713	Wheaton/Warrenville					
714	Carol Stream Ind Par					
715		476	866	866		
720	Hoffman Est.					
721	N. Palatine					
723	NE Palatine/Arl.Park	83	(311)	(310)	1	-0%
725	Lk Zurich Feeder	54	59	59		
726	Wauconda/Barrington	48	84	84		
728	Lk Zurich xpress	included in #725				
737		128	571	571		
740	Oak Forest	100	23	25	2	9%
747	Dupage Connection	487	624	626	2	0%
750	Country Club Hills	70	188	265	77	41%
751	Chicago Hts	40	99	131	32	32%
753	Matteson	62	232	355	123	53%
781 a	N.Naper/Bell Labs	31	30	30		
781 b	N.Naper/Amco	included above				
801	Fox River Valley	425	439	439		
803	Carpenterville	297	319	319		
805	Crystal Lake/Spring					
806	Fox Lake/Crystal Lak					
807	Woodstock/McHenry					
808	Crystal Lake/Harvard					

Appendix C #3

Six-County Bus Ridership Forecasts

Alternative 1

Commuter Rail Enhancement

RTA System Planning Division, October 1998

d:\alt1_10\post\fs101bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 1 2010 Fratar Work Trip Table		
		total	9/18/98	10/15/98	Compared with	
		boardings	adjusted	adjusted	2010 Base	
Rte #	route name		boardings	boardings	#	%
819	Hunters Woods	96	351	352	1	0%
820	University Hts/Lisle	95	456	456		
821	Woodridge/Belmont	127	358	359	1	0%
822	Woodridge/Lisle	185				
823	W. Bolingbrook	126	92	92		
824	E. Bolingbrook	153	74	74		
825	Cent. Bolingbrook	71	(88)	(88)		
826	S. Lisle	105	149	150	1	1%
827	Green Trails	99	318	319	1	0%
828	N. Lisle					
829 a	Lisle At&t Amco	included in #822				
829 b	Lisle Corporetum	included in #822				
830	NE Lisle					
834	Joliet-Yorktown	535	397	397		
835	SW Sub Chi Express	744	102	74	(28)	-27%
855	I-55 Flyer	221	256	256		
877	South Suburban Oakbrook	210				
880	Randall-O'Hare Express					
990 x	CDOT Alt1 S. Cook Exp.			430	430	
PACE BUS TOTALS*		135,435	151,412	149,798	(1,614)	-1%

Appendix C #4
Study Area Bus Ridership Forecasts
Alternative 1

RTA System Planning Division Yoder/Lupa		1990 Observed Counts	FS 2010 Base	Alternative 1 Commuter Rail Enhancement		
			09/18/1998	10/15/1998	Compared with 2010	
Route#	Route Name	total boardings	adjusted boardings	adjusted boardings	#	%
CTA North-South Routes						
3	King Drive	22,710	24,230	24,250	20	0%
4	Cottage Grove	25,780	23,810	23,690	-120	-1%
6	Jeffrey Express	19,010	18,070	18,260	190	1%
8 a	South Halsted	3,840	3,860	3,760	-100	-3%
14	South Lake Shore Ex	10,190	12,080	11,270	-810	-7%
27	South Deering	6,410	10,830	10,100	-730	-7%
28	Stony Island	14,570	11,470	11,280	-190	-2%
29	State	19,140	15,110	15,080	-30	0%
34	South Michigan	16,000	15,690	16,380	690	4%
104	Pullman	included in 111a				
108	Halsted					
		5,990	6,960	6,530	-430	-6%
	Subtotal	143,630	142,100	140,590	-1,510	-1%
CTA East-West Routes						
79	79th	28,550	37,570	36,980	-590	-2%
87	87th	16,600	22,920	21,780	-1,140	-5%
95 e	93rd/95th	6,410	6,680	6,080	-600	-9%
95 w	95th	8,230	9,770	9,740	-30	0%
100	Jeffrey Manor Exp	1,340	800	780	-20	-3%
103	West 103rd	4,880	5,740	5,580	-160	-3%
106	East 103rd/106th	3,760	6,750	6,330	-420	-6%
111 a	111th/115th(outer)	8,680	7,620	7,440	-180	-2%
111 b	111th/115th(inner)	included above				
	Subtotal	78,450	97,850	94,710	-3,140	-3%
CTA Diagonal Routes						
30	South Chicago	6,210	5,120	5,500	380	7%
112	Vincennes/111th	4,350	10,840	10,540	-300	2%
119	Michigan/119th	0	12,030	12,220	190	2%
	Subtotal	10,560	27,990	28,260	270	1%
CTA TOTAL		232,640	267,940	263,560	-4,380	-2%
Pace Routes in Study Area						
352	Halsted	5,960	9,560	9,320	-240	-3%
353	95th-Riverdale	4,520	6,280	5,920	-360	-6%
355	Lansing	1,040	470	430	-40	-9%
358	Torrence	410	1,170	1,140	-30	-3%
359	Robbins-S.Kedzie	1,250	2,210	1,780	-430	-19%
381	95th	5,220	2,750	2,750	0	0%
990 x	CDOT Alt 1 Express	0	0	430	430	N/A
PACE TOTAL		18,400	22,440	21,770	-670	-3%

Appendix C #5
District-to-District Trip Tables
Alternative 1: Commuter Rail Enhancement

Total Person Trips by District

District	nwchgo	nlakeft	w chgo	central	sw chgo	lakeft	far s west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	sum
gs01	336,843	103,341	77,647	150,679	16,042	11,695	1,923	5,962	1,735	20,512	488	249,465	23,298	5,779	1,005,409
gs02	154,075	381,392	55,149	232,312	18,935	15,099	2,344	7,017	2,177	20,313	586	221,889	21,648	7,083	1,140,019
gs03	81,072	41,527	220,857	147,418	46,759	22,078	3,028	2,899	1,180	15,297	823	81,319	59,810	8,683	732,550
gs04	25,211	42,833	33,636	167,110	12,281	15,415	1,107	1,350	399	5,185	171	30,436	9,384	2,804	347,522
gs05	20,181	14,452	60,762	101,868	269,491	45,170	13,194	1,302	984	12,250	1,308	31,283	98,874	14,793	685,922
gs06	18,462	18,601	44,278	119,499	81,212	147,385	9,002	1,007	739	7,953	911	24,190	35,584	20,371	535,190
gs07	7,383	5,495	14,374	38,883	56,154	23,508	51,385	497	377	4,284	614	11,360	84,394	26,063	318,795
gs08	16,368	9,276	6,246	46,143	2,602	1,774	361	2,099,194	78,681	26,253	1,342	340,975	11,257	1,082	2,641,550
gs10	3,988	2,360	2,003	11,505	1,058	711	142	14,679	1,155,395	133,659	2,114	96,368	5,527	436	1,429,955
gs11	41,785	14,262	27,109	87,761	17,620	7,755	1,612	9,953	107,875	2,171,714	31,366	389,057	158,534	4,403	3,068,806
gs12	5,061	3,008	7,128	17,620	8,541	4,161	1,237	1,508	9,541	180,892	726,460	25,600	196,311	2,734	1,196,432
gs13	254,789	104,634	59,168	173,630	16,609	11,094	1,989	154,207	88,768	208,852	1,825	3,096,846	83,841	6,026	4,260,278
gs14	42,287	24,478	108,305	164,510	161,228	41,890	45,755	4,141	3,593	164,011	54,780	163,593	2,248,848	47,551	3,274,970
gs99	14,995	12,272	28,875	81,640	54,579	75,048	36,271	948	704	7,592	1,178	21,972	102,107	137,249	575,430
sum	1,022,510	777,931	745,737	1,547,208	763,111	422,783	169,350	2,304,464	1,452,158	2,976,767	823,966	4,784,373	3,137,413	285,057	21,212,828

Total Auto Person Trips by District

District	nwchgo	nlakeft	w chgo	central	sw chgo	lakeft	far s west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	sum
gs01	291,741	87,278	63,367	65,806	12,625	8,827	1,373	5,914	1,727	20,170	488	231,103	21,733	3,946	816,098
gs02	130,350	333,323	44,672	119,827	14,438	11,521	1,629	6,887	2,171	19,852	585	203,705	19,887	4,859	913,706
gs03	63,414	32,064	184,076	64,163	37,083	16,436	2,104	2,657	1,171	14,889	822	71,340	54,860	5,650	550,729
gs04	19,728	34,270	25,909	130,412	8,954	11,262	751	1,323	397	5,007	171	26,927	8,113	1,935	275,159
gs05	14,729	10,225	48,595	37,586	236,911	36,460	11,220	1,274	993	12,072	1,307	27,143	92,744	11,239	542,478
gs06	12,781	13,714	33,258	54,394	64,493	124,059	7,376	979	736	7,744	910	19,948	32,286	21,434	349,112
gs07	4,875	3,687	10,615	13,148	48,263	19,648	47,038	481	376	4,220	613	9,247	79,066	17,511	259,788
gs08	15,543	8,649	5,777	21,179	2,586	1,684	351	2,094,818	78,681	26,195	1,341	338,258	11,163	1,030	2,607,235
gs10	3,903	2,268	1,890	6,051	1,053	687	141	14,673	1,152,062	133,374	2,114	95,816	5,506	426	1,419,964
gs11	41,014	13,598	26,082	28,611	17,440	7,441	1,590	9,925	107,704	2,168,756	31,366	387,223	156,030	4,282	3,001,060
gs12	5,016	2,967	7,035	15,367	8,490	4,086	1,224	1,503	9,534	180,800	725,438	25,500	196,004	2,705	1,185,669
gs13	237,000	95,464	52,377	68,872	14,826	9,360	1,655	153,886	88,587	208,241	1,824	3,052,382	81,916	4,870	4,067,400
gs14	38,292	21,902	97,948	73,595	149,096	37,675	42,960	4,096	3,586	163,583	54,770	157,755	2,215,742	44,373	3,103,373
gs99	9,844	8,652	20,884	30,915	44,786	63,337	31,714	918	702	7,446	1,177	17,789	98,590	119,791	459,545
sum	888,230	688,081	622,485	727,906	661,044	352,503	151,126	2,289,434	1,448,407	2,970,349	822,924	4,684,136	3,071,640	244,051	19,592,316

District-to-District Trip Tables Alternative 1: Commuter Rail Enhancement

Total Transit Person Trips by District

District	nwchgo	nlakeint	w chgo	central	sw chgo	slakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	45,102	16,063	14,280	84,873	3,417	2,868	550	48	8	342	-	18,362	1,565	1,833	189,311
gs02	23,725	48,069	10,477	112,485	4,497	3,578	715	130	6	461	1	18,184	1,761	2,224	226,313
gs03	17,658	9,463	36,781	83,255	9,676	5,642	924	42	9	408	1	9,979	4,950	3,033	181,821
gs04	5,483	8,563	7,927	36,698	3,327	4,153	356	27	2	178	-	3,509	1,271	869	72,363
gs05	5,462	4,227	12,167	64,302	32,580	8,710	1,974	28	1	178	1	4,140	6,130	3,554	143,444
gs06	5,681	4,887	11,016	65,105	16,719	23,326	1,626	28	3	209	1	4,242	3,298	4,937	141,078
gs07	2,908	1,808	3,763	25,735	7,891	3,860	4,347	16	1	64	1	2,133	5,328	2,552	60,007
gs08	825	627	469	24,964	16	90	10	4,376	20	-	1	2,717	90	52	34,257
gs10	95	92	113	5,454	5	24	1	6	3,333	285	-	552	21	10	9,991
gs11	771	664	1,027	59,150	180	314	22	28	171	2,958	2	1,834	504	121	67,746
gs12	45	41	93	8,883	51	75	13	5	7	92	1,022	100	307	29	10,763
gs13	17,789	9,150	6,791	106,758	1,783	1,714	334	221	181	611	1	44,454	1,925	1,156	192,878
gs14	3,995	2,576	10,357	90,915	12,132	4,215	2,795	45	7	428	10	5,888	33,106	3,178	168,597
gs99	5,151	3,620	7,991	50,725	9,793	11,711	4,557	30	2	146	1	4,183	5,517	17,498	120,885
sum	134,280	109,850	123,252	819,302	102,087	70,280	18,224	5,030	3,751	6,360	1,042	120,237	65,773	41,006	1,620,454

Transit Mode Share by District (Percentage)

District	nwchgo	nlakeint	w chgo	central	sw chgo	slakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	13	16	18	56	21	25	29	1	0	2	-	7	7	32	19
gs02	15	13	19	48	24	24	31	2	0	2	0	8	8	31	20
gs03	22	23	17	56	21	26	31	2	1	3	0	12	8	35	25
gs04	22	20	23	27	27	27	32	2	1	3	-	12	14	21	21
gs05	27	29	20	63	12	19	15	2	0	1	0	13	6	24	21
gs06	31	26	25	54	21	16	18	3	0	3	0	18	9	19	26
gs07	34	33	26	66	14	16	8	3	0	1	0	19	6	13	19
gs08	5	7	8	54	1	5	3	0	0	-	0	1	1	5	1
gs10	2	4	6	47	0	3	1	0	0	0	-	1	0	2	1
gs11	2	5	4	67	1	4	1	0	0	0	0	0	0	3	2
gs12	1	1	1	37	1	2	1	0	0	0	0	0	0	1	1
gs13	7	9	11	61	11	15	17	0	0	0	0	4	2	19	5
gs14	9	11	10	55	8	10	6	1	0	0	0	4	1	7	5
gs99	34	29	28	62	18	16	13	3	0	2	0	19	5	13	21
sum	13	14	17	53	13	17	11	0	0	0	0	3	2	14	8

District-to-District Trip Tables **Alternative 1: Commuter Rail Enhancement**

Number of Auto Person Trip Comparison: Alternative 1 Versus 2010 Base

District	nwchgo gs01	nlakefnt gs02	wchgo gs03	central gs04	sw chgo gs05	slakefnt gs06	far s. west gs07	Mch/Lake gs08	Kane gs10	DuPage gs11	Will gs12	N sub gs13	S Sub gs14	Far South gs99	sum
gs01	0	0	0	0	0	0	-3	0	0	0	0	0	-2	-1	-6
gs02	0	0	0	0	0	-2	0	0	0	0	-1	0	-2	-1	-6
gs03	0	0	0	-1	0	-2	0	0	0	0	0	0	-3	0	-6
gs04	0	0	0	0	0	-64	0	0	0	0	0	0	-3	0	-67
gs05	0	0	0	25	0	0	0	0	0	0	0	0	-2	1	24
gs06	6	12	27	31	1	3	2	-1	-1	-1	0	-2	-4	5	78
gs07	0	0	0	-37	0	-10	-12	0	0	0	0	0	2	6	-51
gs08	0	0	0	0	0	-5	0	0	0	0	0	0	-7	-9	-21
gs10	0	0	0	0	0	-2	0	0	0	0	0	0	-1	-2	-5
gs11	0	0	0	0	0	-20	0	0	0	0	0	0	-10	-18	-48
gs12	-1	0	-1	-6	0	-22	0	0	0	0	0	-1	-7	-8	-47
gs13	0	0	0	0	-13	0	0	0	0	0	0	0	-10	-16	-39
gs14	-29	-20	-63	-822	-59	-230	-11	-2	0	-5	0	-55	-537	-74	-1,907
gs99	-5	-4	-15	-392	3	-51	13	-1	0	-3	0	-10	-23	74	-414
sum	-29	-12	-52	-1,202	-56	-421	-8	-4	-1	-9	-1	-68	-609	-43	-2,515

Number of Transit Person Trip Comparison: Alternative 1 Versus 2010 Base

District	nwchgo gs01	nlakefnt gs02	wchgo gs03	central gs04	sw chgo gs05	slakefnt gs06	far s. west gs07	Mch/Lake gs08	Kane gs10	DuPage gs11	Will gs12	N sub gs13	S Sub gs14	Far South gs99	sum
gs01	0	0	0	0	0	3	0	0	0	0	0	0	2	1	6
gs02	0	0	0	0	0	2	0	0	0	0	1	0	2	1	6
gs03	0	0	0	1	0	2	0	0	0	0	0	0	3	0	6
gs04	0	0	0	0	0	64	0	0	0	0	0	0	3	0	67
gs05	0	0	0	-25	0	0	0	0	0	0	0	0	2	-1	(24)
gs06	-6	-12	-27	-31	-1	-3	-2	1	1	1	0	2	4	-5	(78)
gs07	0	0	0	37	0	10	12	0	0	0	0	0	-2	-6	51
gs08	0	0	0	0	0	5	0	0	0	0	0	0	7	9	21
gs10	0	0	0	0	0	2	0	0	0	0	0	0	1	2	5
gs11	0	0	0	0	0	20	0	0	0	0	0	0	10	18	48
gs12	1	0	1	6	1	22	0	0	0	0	0	1	7	8	47
gs13	0	0	0	0	0	13	0	0	0	0	0	0	10	16	39
gs14	29	20	63	822	59	230	11	2	0	5	0	55	537	74	1,907
gs99	5	4	15	392	-3	51	-13	1	0	3	0	10	23	-74	414
sum	29	12	52	1,202	56	421	8	4	1	9	1	68	609	43	2,515

Appendix D

2010 Alternative 2 Red Line Extension to 130th Ridership Forecasts



APPENDIX D #1

Memorandum

DATE: September 18, 1998 *Colt 2*

TO: Ms. Supin Yoder, RTA

FROM: Mark Fialkowski

SUBJECT: CDOT Far South Transportation Study - **Red Line (IC) Alternative**

Please code the following changes to test the ridership potential of an extension of the CTA Red Line. Note that these changes are representative, and especially in the cases of the extension routing and bus service changes, are not being proposed at this time. Please let me know if you have any questions or would like to meet regarding the coding of this alternative.

Red Line Extension (see attached map) - From 95th Street, this version of the Red Line extension would follow I-94 to the Illinois Central/Metra Electric right-of way. It then would use the IC right-of way past 115th/Kensington, where it would switch to the South Shore right-of way. The terminus would be just southeast of the 130th Street/I-94 interchange. Stations would be located at King Drive, 103rd Street, 111th Street, 115th Street and 130th Street/I-94.

Headways and ttf's should match the coding of Dan Ryan Red Line expressway median portion (95th to 35th) - ~~3.5 minute peak, 15 minute off-peak~~.

Metra Station Closures - Close the 111th, 107th and 103rd Street stations on the Metra Electric Mainline.

Fare Changes - No fare changes.

Park and Ride Lots/Marketshed Changes - New/expanded park and ride facilities are to be provided at the 115th Street and 130th/I-94 stations. Suggested changes are:

- 115th Street - connect to 1191, 1192, 1195 and 1196
- 130th/I-94 - Should draw from zones along I-94 and west of Torrence, but have a smaller marketshed that the commuter rail alternative because its average speed is lower and to be consistent with the rest of the rapid transit system coding- connect 1200, 1201, 1202, 1257, 1258

CTA Bus Changes (see attached map)

- Extend the 34 east to the new 130th/I-94 station. -
- Extend the 30 west along 130th Street to the 130th/I-94 station.
- Extend the 106 east along 103rd, then south along Torrence to 112th Street.
- Halve the headway on both loops of the 111. (*Base, not connect to 95th Station*)
- Turn the 119 east at 115th, and terminate it at the 115th station. *New - Change Hwy 2 connecting 95th. Rather than at 95th Station*

Pace Bus Changes (see attached map)

- Introduce a Pace express bus with a 15-minute peak headway (no off-peak service) connecting far south suburban Cook County with the new 130th/I-94 station via IL 394 and I-94. This route should start at Sauk Trail/Cottage Grove, travel north on Cottage Grove, then get on IL 394 at Glenwood/Dyer Road. As shown on the attached maps, it will intersect the 357 and 358 routes. (Same as new bus in the Commuter Rail alternative.)
- Reroute the 353 east on 115th, north on Cottage Grove and east on 111th Street to King Drive. *serve King Dr*
- Extend the 358 west along Torrence to the 130th/I-94 station.

cc: Rich Hazlett

via fax

MEMORANDUM

TO: Supin Yoder, RTA

FROM: Rich Hazlett
Chicago Department of Transportation

SUBJECT: Chicago Far South Transportation Study
Red Line (vis Illinois Central) Alternative to 130th Street

DATE: September 23, 1998

I would like to add park-and-ride connections to stations proposed for the Red Line extension alternative. These are in addition to the one delineated by Mark Fialkowski (P-B) in his memorandum of September 18, 1998.

The additional zone connections are as follows:

103rd/Cottage Grove station - 1182, 1183, 1187, 1188

130th/Bishop Ford Expressway - 1207, 1208, 1263, 1264

If you have any questions, please call me at 744-1986.

cc: Mark Fialkowski, P-B

Six-County Rail Ridership Forecasts Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder\Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt2		
		Observed	2010 Fratar Wor	2010 Fratar Work Trip Table		
		Counts*	9/18/98	12/8/98	Compared With	
		total	adjusted	adjusted	2010 Base	
		boardings	boardings	boardings	#	%
Downtown Stations						
Union Station	8827	42,356	55,461	55,456	(5)	-0%
C&NW Station	9748	38,938	45,237	45,230	(7)	-0%
Clybourn	9749	682	1,021	1,020	(1)	-0%
Randolph	9966	19,564	20,907	20,528	(379)	-2%
Van Buren St.	9967	7,305	9,156	8,672	(484)	-5%
LaSalle Station	9968	14,874	15,770	15,758	(12)	-0%
Total		123,719	147,552	146,664	(888)	-1%
Burlington Northern						
Aurora	9941	973	1,217	1,217		
Route 59	9996	1,734	3,043	3,043		
Naperville	9942	3,231	3,615	3,615		
Lisle	9943	2,237	1,841	1,841		
Tollway/I-355	9727		660	660		
Belmont	9944	1,423	2,035	2,035		
Main	9945	2,052	2,562	2,562		
Fairview	9946	547	580	580		
Westmont	9947	1,239	1,835	1,835		
Clarendon Hills	9948	979	1,166	1,166		
West Hinsdale	9949	336	304	304		
Hinsdale	9950	1,099	866	865	(1)	-0%
Highlands	9951	210	283	283		
Western Springs	9952	1,152	1,099	1,099		
Stone Avenue	9953	1,108	501	501		
La Grange	9954	1,450	2,504	2,504		
Congress Park	9955	107	165	165		
Brookfield	9956	617	890	890		
Hollywood	9957	121	178	178		
Riverside	9958	477	625	625		
Harlem	9959	748	779	779		
Berwyn	9960	862	1,044	1,044		
LaVergne	9961	247	(26)	(26)		
Clyde	9962	127	228	227	(1)	-0%
Cicero	9963	177	284	283	(1)	-0%
Western	9964	104	274	273	(1)	-0%
Halsted	9965	44	48	48		
Total		23,401	28,600	28,596	(4)	-0%
C&NW-North						
Kenosha	9773	283				
Winthrop Harbor	9772	28	(28)	(28)		
Zion	9771	88	221	221		
Waukegan	9770	772	989	989		
North Chicago	9769	175	329	329		
Great Lakes	9768	96	104	104		
Lake Bluff	9767	369	439	439		
Lake Forest	9766	683	723	723		
Fort Sheridan	9765	323	492	492		
Highwood	9764	273	172	172		
Highland Park	9763	1,211	1,208	1,208		

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder\Lupa	Station node	1990 Observed Counts*	FS 2010 Base		FS 2010 Alt2	
			2010 Fratar Wor		2010 Fratar Work Trip Table	
			9/18/98	12/8/98	Compared With	
			adjusted boardings	adjusted boardings	2010 Base	
		total boardings			#	%
Ravinia	9762	317	386	386		
Braeside	9761	305	286	286		
Glencoe	9760	782	868	868		
Hubbard Woods	9759	453	914	914		
Winnetka	9758	691	705	704	(1)	-0%
Indian Hills	9757	367	362	362		
Kenilworth	9756	498	326	326		
Wilmette	9755	1,449	1,563	1,563		
Central	9754	1,273	1,086	1,086		
Evanston	9753	1,114	1,304	1,304		
Main	9752	839	833	833		
Rogers Park	9751	873	993	993		
Ravenswood	9750	628	772	772		
Total		13,890	15,047	15,046	(1)	-0%
C&NW - Northwest						
McHenry	9998	128	204	204		
Harvard	9794	171	129	129		
Woodstock	9792	323	544	544		
Crystal Lake	9791	1,243	1,689	1,689		
Cary	9790	732	955	955		
Fox River Grove	9789	351	378	378		
Barrington	9788	1,811	2,494	2,494		
Palatine	9787	2,002	3,655	3,655		
Arlington Park	9840	1,825	1,898	1,898		
Arlington Heights	9785	3,180	2,342	2,342		
Mt. Prospect	9784	2,075	3,259	3,259		
Cumberland	9783	529	650	650		
Des Plaines	9782	1,139	348	347	(1)	-0%
Dee Road	9781	403	612	612		
Park Ridge	9780	825	908	908		
Edison Park	9779	400	199	199		
Norwood Park	9778	241	689	689		
Gladstone Park	9777	91	98	98		
Jefferson Park	9776	610	630	629	(1)	-0%
Irving Park	9775	275	336	336		
Total		18,354	22,017	22,015	(2)	-0%
C&NW - West						
Geneva	9814	1,374	1,864	1,864		
West Chicago	9813	489	978	978		
Winfield	9812	561	1,368	1,368		
Wheaton	9811	2,124	2,449	2,449		
College Avenue	9810	983	1,528	1,528		
Glen Ellyn	9809	2,058	1,219	1,220	1	0%
Lombard	9808	1,132	1,490	1,490		
Villa Park	9807	1,140	1,784	1,785	1	0%
Elmhurst	9806	1,706	1,870	1,870		
Berkeley	9805	231	(70)	(70)		
Bellwood	9804	193	(10)	(10)		
Melrose Park	9803	118	199	199		

Six-County Rail Ridership Forecasts Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt2		
		Observed	2010 Fratar Wor	2010 Fratar Work Trip Table		
		Counts*	9/18/98	12/8/98	Compared With	
		total	adjusted	adjusted	2010 Base	
		boardings	boardings	boardings	#	%
Maywood	9802	90	161	161		
River Forest	9801	294	379	379		
Oak Park	9800	1,058	1,050	1,049	(1)	-0%
Kedzie	9799	43	43	43		
Total		13,594	16,302	16,303	1	0%
Chicago, S.S. & S.B.						
130th/I-94	9879					
Hegewisch	9878	1,535	1,933	1,695	(238)	-12%
Total		1,535	1,933	1,695	(238)	-12%
Metra Electric						
Blue Island	9937	329	451	450	(1)	-0%
Burr Oak	9936	295	573	572	(1)	-0%
Ashland Avenue	9935	143	160	160		
Racine Avenue	9934	74	23	20	(3)	-13%
West Pullman	9933	52	(56)	(76)	(20)	
Stewart Ridge	9932	69	66	46	(20)	-30%
State Street	9931	97	(32)	(69)	(32)	100%
Subtotal		1,059	1,185	1,103	(77)	-6%
93rd/S Chicago	9729		650	542	(108)	-17%
91st/S Chicago	9930	1,021				
87th	9929	370	207	204	(3)	-1%
83rd	9928	497	835	830	(5)	-1%
Cheltenham	9927	283	537	536	(1)	-0%
Windsor Park	9926	333	352	352		
South Shore	9925	444	217	217		
Bryn Mawr	9924	236	349	349		
Stoney Island	9923	247	292	291	(1)	-0%
Subtotal		3,431	3,439	3,321	(118)	-3%
University Park	9890	803	809	809		
Righton Park	9922	1,608	1,365	1,331	(34)	-2%
Matteson	9921	1,073	2,010	2,002	(8)	-0%
211th	9920	1,135	1,183	1,125	(58)	-5%
Olympia Fields	9919	263	426	424	(2)	-0%
Flossmoor	9918	1,291	1,688	1,674	(14)	-1%
Homewood	9917	1,697	2,196	2,198	2	0%
Calumet	9916	1,175	728	733	5	1%
Hazel Crest	9915	848	502	505	3	1%
Harvey	9914	1,456	1,871	1,863	(8)	-0%
147th	9913	1,576	1,718	1,717	(1)	-0%
Ivanhoe	9912	1,230	1,203	1,202	(1)	-0%
Riverdale	9911	612	638	528	(110)	-17%
Subtotal		14,767	16,337	16,111	(226)	-1%
Kensington/115th	9910	1,342	1,033	969	(64)	-6%
Pullman/111th	9909	48	49		(49)	
107th	9908	52	72		(72)	
103rd	9907	75	127		(127)	

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Wor	FS 2010 Alt2 2010 Fratar Work Trip Table		
		total boardings	9/18/98	12/8/98	Compared With 2010 Base	
			adjusted boardings	adjusted boardings	#	%
95th	9906	59	36	36		
91st	9905	38	32	32		
87th	9904	50	15	16	1	7%
83rd	9903	73	130	131	1	1%
79th	9902	108	201	198	(3)	-1%
75th	9901	34	31	27	(4)	-13%
Subtotal		1,879	1,726	1,409	(317)	-18%
63rd	9899	97	103	103		
U of C/59th	9898	1,581	1,603	1,531	(72)	-4%
55-57th	9897	547	697	696	(1)	-0%
Hyde Park/53rd	9896	714	797	796	(1)	-0%
Kenwood/47th	9895	77	17	17		
27th	9894	186	38	24	(14)	-37%
23rd	9893	146				
18th	9892	16	56	56		
Roosevelt Rd	9891		167	141	(26)	-16%
Subtotal		3,364	3,478	3,364	(114)	-3%
Total		24,500	25,111	24,336	(775)	-3%
Metra Heritage						
Joliet	9940	519	561	561		
Lockport	9999	92	425	425		
Lemont	8799	241	586	586		
Willow Springs	8801	128				
Summit	8803	152	137	137		
Total		1,132	1,709	1,709		
Milwaukee - North						
Fox Lake	9841	431	751	751		
Ingleside	9842	48	100	100		
Long Lake	9844	92	257	257		
Round Lake	9845	378	559	559		
Grayslake	9846	361	627	627		
Libertyville	9847	1,140	1,823	1,823		
Lake Forest	9849	498	570	570		
Deerfield	9850	1,668	1,991	1,991		
Lake/Cook	9728					
Northbrook	9851	1,457	939	938	(1)	-0%
Techny	9836					
Glenview	9852	1,439	1,573	1,574	1	0%
Golf	9853	243	53	53		
Morton Grove	9854	707	1,190	1,190		
Edgebrook	9855	384	397	396	(1)	-0%
Forest Glen	9856	144	97	97		
Mayfair	9857	109	73	73		
Grayland	9858	121	65	65		
Healy	9859	211	140	140		
Western Avenue	9835	585	1,013	1,012	(1)	-0%
Total		10,016	12,218	12,216	(2)	-0%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Wor	FS 2010 Alt2 2010 Fratar Work Trip Table		
		9/18/98	12/8/98	Compared With 2010 Base		
		total boardings	adjusted boardings	adjusted boardings	#	%
Milwaukee - West						
Big Timber	9888	128	317	317		
Elgin	9816	366	774	774		
National Street	9817	426	534	534		
Bartlett	9818	1,081	2,229	2,230	1	0%
Hanover Park	9819	1,173	2,522	2,522		
Schaumburg	9887	1,246	1,099	1,100	1	0%
Roselle	9820	1,767	2,249	2,249		
Medinah	9821	272	97	97		
Itasca	9822	508	1,419	1,419		
Wood Dale	9823	611	1,114	1,114		
Bensenville	9824	451	200	200		
Mannheim	9825	47	(56)	(56)		
Franklin Park	9826	641	265	265		
River Grove	9827	239	466	466		
Elmwood Park	9828	397	340	330	(10)	-3%
Mont Clare	9829	472	181	190	9	5%
Mars	9830	123	(253)	(253)		
Galewood	9831	270	485	485		
Hanson Park	9832	57	275	275		
Cragin	9833	39	122	122		
Hermosa	9834	80	194	194		
Western Avenue	9835	585	1,013	1,012	(1)	-0%
Total		10,979	15,586	15,586		
Norfolk Southern						
179th Orland Pk	8820		542	542		
153rd Orland Pk	8819		894	894		
143rd Orland Pk	8807	188	771	771		
Palos Park	8809	191	379	379		
Worth	8810	408	201	201		
Chicago Ridge	8811	448	374	374		
Oak Lawn	8812	798	1,077	1,077		
Ashburn	8813	397	393	393		
Landers	8815	206	290	290		
Total		2,636	4,921	4,921		
Rock Island - Beverly						
Blue Island/Vermo	9984	158	400	399	(1)	-0%
Prarie Street	9983	79	78	78		
123rd	9982	55	55	55		
119th	9981	487	647	647		
115th	9980	314	313	313		
111th	9979	1,033	1,255	1,253	(2)	-0%
107th	9978	684	440	440		
103rd	9977	1,104	956	953	(3)	-0%
99th	9976	839	914	914		
95th	9975	706	700	699	(1)	-0%
91st	9974	631	216	216		
Brainard	9973	290	504	505	1	0%
Gresham	9972	376	441	434	(7)	-2%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts**Alternative 2****Red Line Extension to 130th/I-94**

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Wor	FS 2010 Alt2 2010 Fratar Work Trip Table		
				12/8/98	Compared With	
				adjusted	2010 Base	
				boardings	#	%
Total		6,756	6,919	6,906	(13)	-0%
Rock Island - Main						
Joliet	9940	519	561	561		
New Lennox	9994	649	737	737		
Mokena	9993	617	487	487		
Hickory Creek	9995		283	283		
Tinley Park/80th	9988	1,239	1,355	1,355		
Tinley Park	9992	1,388	1,079	1,081	2	0%
Oak Forest	9991	1,460	1,917	1,916	(1)	-0%
Midlothian	9990	1,270	1,297	1,298	1	0%
Robbins	9989	108	110	109	(1)	-1%
Subtotal		7,250	7,826	7,827	1	0%
Blue Island/Vermo	9984	680	922	921	(1)	-0%
Washington Height	9987	207	211	211		
Longwood/99th	9986					
Manor/95th	9985	128	129	129		
Subtotal		1,015	1,262	1,261	(1)	-0%
Total		8,265	9,088	9,088		
RAPID TRANSIT						
Evanston						
Linden	9584	1,850	1,734	1,745	11	1%
Central	9585	950	470	470		
Noyes	9586	600	(542)	(542)		
Foster	9587	650	624	624		
Davis	9588	3,600	3,955	3,987	32	1%
Dempster	9589	650	1,149	1,158	9	1%
Main	9590	1,450	1,448	1,448		
South Blvd.	9591	850	893	894	1	0%
Total		10,600	9,731	9,784	53	1%
Skokie						
Dempster	9605	3150	2,895	2,902	7	0%
Total		3150	2,895	2,902	7	0%
Howard						
Howard	9733	9,450	8,302	8,365	63	1%
Jarvis	9593	1,300	1,420	1,421	1	0%
Morse	9594	4,950	4,576	4,587	11	0%
Loyola	9595	5,700	5,030	5,045	15	0%
Granville	9596	2,500	4,851	4,856	5	0%
Thorndale	9597	2,250				
Bryn Mawr	9598	4,700	6,576	6,611	35	1%
Berwyn	9599	2,200	3,598	3,598		
Argyle	9600	2,050				
Lawrence	9601	2,200	2,482	2,497	15	1%
Wilson	9602	5,350	6,018	6,034	16	0%
Sheridan	9603	2,950	3,106	3,106		
Addison	9604	3,400	4,202	4,212	10	0%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder\Lupa	Station node	1990 Observed Counts* total boardings	FS 2010 Base 2010 Fratar Work 9/18/98 adjusted boardings	FS 2010 Alt2 2010 Fratar Work Trip Table		
				12/8/98 adjusted boardings	Compared With 2010 Base	
					#	%
Belmont	9746	8,950	16,609	16,909	300	2%
Fullerton	9606	8,650	7,282	7,526	244	3%
North/Clybourn	9607	1,700	4,135	4,228	93	2%
Clark/Division	9608	5,250	6,376	6,423	47	1%
Chicago	9609	9,800	8,350	8,479	129	2%
Grand	9610	4,750	11,970	12,229	259	2%
Total		88,100	104,883	106,126	1,243	1%
Combined Southwest/South						
Roosevelt	9570	1,000	4,120	4,035	(85)	-2%
Total		1,000	4,120	4,035	(85)	-2%
South Main						
35th	9616	2,850	(4)	(11)	(7)	175%
Indiana	9617	700	(483)	(483)		
43rd	9618	1,300	2,112	2,112		
47th	9619	2,450	297	261	(36)	-12%
51st	9620	1,700	1,969	1,969		
Garfield	9621	1,350	1,326	1,327	1	0%
58th	9622	450	472	450	(22)	-5%
Subtotal		10,800	5,689	5,625	(64)	-1%
Jackson Park						
61st	9628	700	695	695		
King Drive	9629	900	901	901		
Cottage Grove	9630	1,300	852	770	(82)	-10%
University	9631	1,350				
Dorchester	9723	1,350	4,214	3,675	(539)	-13%
Subtotal		5,600	6,662	6,041	(621)	-9%
Englewood						
Wentworth	9623	250				
Harvard	9624	500	447	439	(8)	-2%
Halsted	9625	1,250	1,527	1,535	8	1%
Racine	9626	900				
Ashland	9627	3,500	2,231	2,230	(1)	-0%
Subtotal		6,150	4,205	4,204	(1)	-0%
Total		22,550	16,556	15,870	(686)	-4%
Southwest*						
Ford City	1350					
63rd	1351					
Midway	9572	6,550	6,964	6,965	1	0%
Pulaski	9573	5,050	7,416	7,411	(5)	-0%
Kedzie	9574	2,600	1,410	1,406	(4)	-0%
Western	9575	3,050	2,144	2,148	4	0%
35/Archer	9576	2,150	2,364	2,364		
Ashland	9577	1,200	2,382	2,397	15	1%
Halsted	9578	1,550	1,628	1,648	20	1%
Total		22,150	24,308	24,339	31	0%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Wor	FS 2010 Alt2 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared With 2010 Base	
					#	%
Lake						
Harlem	9683	3,250	2,758	2,766	8	0%
Oak Park	9684	1,300	1,599	1,604	5	0%
Ridgeland	9685	1,250	1,361	1,386	25	2%
Austin	9686	2,250	2,651	2,660	9	0%
Central	9687	2,650	2,125	2,112	(13)	-1%
Laramie	9688	1,500	3,539	3,545	6	0%
Cicero	9689	1,450	1,473	1,470	(3)	-0%
Pulaski	9690	2,150	2,341	2,345	4	0%
Homan	9691	800				
Kedzie/Homan	9692	800	925	903	(22)	-2%
California	9693	500	1,772	1,773	1	0%
Ashland	9694	1,300	1,565	1,572	7	0%
Halsted	9695	750				
Morgan	9722		5,691	5,627	(64)	-1%
Clinton/NW Pass	9676	2,550	313	264	(49)	-16%
Total		22,500	28,113	28,027	(86)	-0%
Dan Ryan						
Harrison	9614	1,300	4,558	4,787	229	5%
Roosevelt	9615	3,100	2,295	2,478	183	8%
Cermak	9736	1,700	4,291	4,392	101	2%
35th	9737	2,550	2,903	3,067	164	6%
47th	9738	1,450	4,050	4,615	565	14%
Garfield	9739	3,250	6,474	6,690	216	3%
63rd	9740	2,850	3,451	3,851	400	12%
69th	9741	6,650	7,266	7,312	46	1%
79th	9742	8,150	13,784	14,158	374	3%
87th	9743	5,550	11,451	9,772	(1,679)	-15%
95th	9744	20,150	25,587	13,233	(12,354)	-48%
King Drive	9036			86	86	
103rd	9039			5,959	5,959	
111th	9052			4,168	4,168	
115th	9053			6,640	6,640	
130th	9069			6,372	6,372	
Total		56,700	86,110	97,580	11,470	13%
O'Hare						
O'Hare	9583	7,100	21,157	21,287	130	1%
River Road	9582	5,250	5,399	5,463	64	1%
Cumberland	9581	5,050	6,156	6,207	51	1%
Harlem	9580	4,650	3,231	3,288	57	2%
Jefferson Park	9673	10,500	12,356	12,429	73	1%
Montrose	9647	1,900	2,518	2,531	13	1%
Irving Park	9659	4,450	4,635	4,688	53	1%
Addison	9671	2,500	4,746	4,752	6	0%
Belmont	9675	5,450	6,743	6,795	52	1%
Logan Square	9660	5,800	6,933	6,942	9	0%
California	9661	2,300	3,151	3,151		
Western	9662	2,150	4,204	4,230	26	1%
Damen	9663	3,600	2,409	2,424	15	1%

Six-County Rail Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Work	FS 2010 Alt2 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared With 2010 Base	
					#	%
Division	9664	3,900	3,794	3,793	(1)	-0%
Chicago	9665	1,400	2,241	2,244	3	0%
Grand Total	9666	850 66,850	89,673	90,224	551	1%
Douglas/Congress						
Clinton	9677	2,700	2,668	2,668		
U of I	9708	5,650	6,491	6,608	117	2%
Racine	9707	2,050	1,892	1,892		
Subtotal		10,400	11,051	11,168	117	1%
Congress St Line						
Medical Center	9706	1,850	1,980	2,046	66	3%
Western	9705	800	1,154	1,181	27	2%
Kedzie	9703	1,700	1,793	1,837	44	2%
Pulaski	9702	1,250	1,188	1,211	23	2%
Cicero	9700	1,100	987	1,012	25	3%
Austin	9699	1,950	459	462	3	1%
Oak Park	9698	1,700	1,696	1,722	26	2%
Harlem	9697	1,050	1,103	1,125	22	2%
Des Plaines	9696	4,500	4,046	4,140	94	2%
Subtotal		15,900	14,406	14,736	330	2%
Douglas Line						
Polk	9720	3,050	3,058	3,123	65	2%
18th	9719	1,500	1,270	1,335	65	5%
Hoyne	9718	1,150	617	617		
Western	9717	1,000	961	991	30	3%
California	9716	1,500	1,897	1,946	49	3%
Kedzie	9715	950	817	825	8	1%
Central Park	9714	1,150	462	491	29	6%
Pulaski	9713	1,050	861	886	25	3%
Kildare	9712	650	1,457	1,465	8	1%
Cicero	9711	1,650	1,376	1,391	15	1%
Laramie	9710	900	1,020	1,043	23	2%
Cicero-Berwyn	9709	2,450	3,070	3,116	46	1%
Subtotal		17,000	16,866	17,229	363	2%
Total		43,300	42,323	43,133	726	2%
Ravenswood						
Kimball	9633	3,750	4,031	4,059	28	1%
Kedzie	9634	1,150	(391)	(391)		
Francisco	9635	750	593	593		
Rockwell	9636	700	4,801	4,820	19	0%
Western	9637	3,100	492	503	11	2%
Damen	9638	1,550	1,550	1,550		
Montrose	9639	1,400				
Irving Park	9640	1,950	1,922	1,943	21	1%
Addison	9641	1,450	1,514	1,514		
Paulina	9642	900	1,964	1,995	31	2%
Southport	9643	1,700	1,740	1,740		

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts**Alternative 2****Red Line Extension to 130th/I-94**

RTA System Planning Division, October 1998

d\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Wor	FS 2010 Alt2 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared With 2010 Base	
			#	%		
Subtotal		18,400	18,216	18,326	110	1%
Belmont	9746	8,950	16,609	16,909	300	2%
Wellington	9645	1,100				
Diversey	9646	2,800	2,703	2,703		
Fullerton	9606	8,650	7,282	7,526	244	3%
Armitage	9648	2,700	2,373	2,379	6	0%
Sedgwick	9649	1,000	2,095	2,106	11	1%
Chicago	9650	2,250	1,781	1,780	(1)	-0%
Merchandise Mart	9652	3,300	3,583	3,554	(29)	-1%
Subtotal		30,750	36,426	36,957	531	1%
Total		49,150	54,642	55,283	641	1%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Bus Ridership Forecasts Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
		total	9/18/98	12/8/98	Compared with	
Rte #	route name	boardings	adjusted boardings	adjusted boardings	#	%
1	Indiana/Hyde Park	10,034	10,839	10,808	(31)	-0%
2	Hyde Park Express	1,110	899	897	(2)	-0%
3	King Drive	22,712	24,234	24,142	(92)	-0%
4	Cottage Grove	25,776	23,807	23,322	(485)	-2%
6	Jeffery Express	19,007	18,068	16,845	(1,223)	-7%
7	Harrison	6,074	5,736	5,707	(29)	-1%
8	Halsted	23,772	25,641	25,478	(163)	-1%
8 a	South Halsted	3,836	3,861	3,548	(313)	-8%
9	Ashland	36,050	37,946	37,588	(358)	-1%
11	Lincoln	10,150	9,269	9,267	(2)	-0%
12	Roosevelt	11,031	11,608	11,577	(31)	-0%
14	South Lake Shore Exp	10,188	12,075	10,997	(1,078)	-9%
16	Lake	2,854	1,022	1,019	(3)	-0%
17	Westchester	1,462	1,498	1,503	5	0%
18	16th/18th	3,872	3,922	3,911	(11)	-0%
20	Madison	18,063	17,758	17,755	(3)	-0%
21	Cermak	7,229	6,810	6,826	16	0%
22	Clark	26,439	25,621	25,625	4	0%
24	Wentworth	8,511	5,720	5,912	192	3%
25	West Cermak	1,126	857	857		
27	South Deering	6,407	10,833	6,412	(4,421)	-41%
28	Stony Island	14,570	11,470	10,941	(529)	-5%
29	State	19,139	15,110	14,796	(314)	-2%
30	South Chicago	6,208	5,117	5,236	119	2%
31	31st	629	439	437	(2)	-0%
32	West 31st					
33	Magnificent Mile Exp.					
34	South Michigan	16,002	15,685	17,876	2,191	14%
35	35th	8,270	7,433	7,684	251	3%
35 w	West 35th/Pershing					
36	Broadway	22,448	22,452	22,460	8	0%
37	Sedgwick	4,927	6,529	6,488	(41)	-1%
38	Indiana					
39	Pershing	2,983	1,459	1,459		
41	Elston/Clybourn	2,867	8,117	8,121	4	0%
42		3,206				
43	43rd	2,742				
44	Wallace/Racine	12,846	15,918	15,908	(10)	-0%
45		3,007				
47	47th	10,768				
48	South Damen	3,331	331	311	(20)	-6%
49	Western	29,443	31,800	31,811	11	0%
49 a	South Western	1,578	278	263	(15)	-5%
49 b	North Western	3,144	3,507	3,506	(1)	-0%
50	Damen	11,879	11,485	11,484	(1)	-0%
51	51st	5,148	4,724	4,723	(1)	-0%

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
		total	9/18/98 adjusted	12/8/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
52	Kedzie/California	13,728	10,032	10,016	(16)	-0%
52 a	South Kedzie	6,266	2,393	2,366	(27)	-1%
53	Pulaski	25,857	26,136	26,082	(54)	-0%
53 a	South Pulaski	10,853	13,428	13,183	(245)	-2%
53 ltd	South Pulaski Ltd.					
54	Cicero	13,083	11,126	11,124	(2)	-0%
54 a	N Cicero/Skokie Blvd	2,261	988	988		
54 b	South Cicero	5,683	8,509	8,549	40	0%
55	Garfield	13,790	20,060	20,388	328	2%
56	Milwaukee	18,465	17,765	17,731	(34)	-0%
56 a	North Milwaukee	18,465	17,438	17,454	16	0%
57	Laramie	2,809	6,749	6,754	5	0%
59	59th/61st	4,162	4,164	4,157	(7)	-0%
60	Blue Island/26th	17,170	18,391	18,367	(24)	-0%
62	Archer Local	27,682	(1,942)	(1,941)	1	-0%
62 a	Archer/Austin	included above				
62 h	Archer/Harlem					
62 n	Archer/Naragansett					
63	63rd	22,169	19,315	19,740	425	2%
63 w	West 63rd					
64	Foster/Canfield					
65	Grand	7,945	3,390	3,382	(8)	-0%
66	Chicago	18,374	18,763	18,769	6	0%
67	67th/69th/71st	14,731	13,819	13,305	(514)	-4%
68	Northwest Highway	3,231	3,153	3,163	10	0%
69	Foster/East River	513	5,233	5,273	40	1%
70	Division	12,244	10,702	10,700	(2)	-0%
71	71st	7,378	4,889	4,913	24	0%
72	North	14,895	16,362	16,469	107	1%
73	Armitage	8,484	8,522	8,522		
74	Fullerton	13,076	11,379	11,435	56	0%
75	74th/75th	7,259	8,004	8,019	15	0%
76	Diversey	16,525	16,385	16,386	1	0%
77	Belmont	24,626	24,303	24,355	52	0%
78	Montrose	9,851	10,864	10,866	2	0%
79	79th	28,548	37,574	37,925	351	1%
80	Irving Park	14,427	14,509	14,582	73	1%
80 w	West Irving Park					
81	Lawrence	16,373	4,872	4,866	(6)	-0%
81 w	West Lawrence	2,285	2,557	2,558	1	0%
82	Kimball/Homan	21,249	19,507	19,507		
84	Peterson	5,670	5,531	5,581	50	1%
85	Central	16,812	17,122	17,110	(12)	-0%
85 a	North Central	1,250	1,627	1,638	11	1%
86	Naragansett	2,451	3,836	3,868	32	1%
87	87th	16,598	22,916	18,463	(4,453)	-19%

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
		total	9/18/98 adjusted	12/8/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
88	Higgins	2,584	3,035	3,035		
89	North Kedzie	763				
90	Harlem	5,293	4,083	4,104	21	1%
90 n	North Harlem	763	771	771		
91	Austin	11,681	11,002	11,030	28	0%
92	Foster	7,753	12,171	12,175	4	0%
92 w	West Foster					
93	North California	3,005	3,155	3,155		
94	South California	11,907	10,220	10,185	(35)	-0%
95 e	93rd/95th	6,414	6,677	1,756	(4,921)	-74%
95 w	95th	8,229	9,771	9,831	60	1%
96	Lunt	1,679	1,822	1,822		
97	Skokie	4,483	4,506	4,516	10	0%
99 m		805				
99	Stevenson Express	5,879				
100	Jeffery Manor Exp.	1,342	804	(339)	(1,143)	-142%
103	West 103rd	4,878	5,741	5,275	(466)	-8%
104	Pullman	Included in 111a	Included in 111a			
106	East 103rd/106th	3,757	6,750	17,188	10,438	155%
108	Halsted	5,994	6,956	3,107	(3,849)	-55%
110	Marquette	769	758	758		
111 a	111th/115th (outer)	8,682	7,623	11,879	4,256	56%
111 b	111th/115th (inner)	included above	included above			
112	Vincennes/111th	4,345	10,838	10,829	(9)	-0%
119	Michigan/119th		12,034	10,413	(1,621)	-13%
120	NW/Wacker Express	968	977	977		
121	Union/Wacker Express	1,286	1,342	1,342		
122	Illinois Ctr/NW Exp	556	708	708		
123	Illinois Ctr/un Exp	907	1,147	1,146	(1)	-0%
125	Water Tower Express	3,096	3,868	3,868		
126	Jackson	12,558	14,302	14,220	(82)	-1%
127	NW/Madison	444				
128	Orleans					
129	NW/Franklin	887	(293)	(294)	(1)	0%
131	Washington	1,240	799	797	(2)	-0%
135	Wilson/La Salle Exp	3,178	4,233	4,232	(1)	-0%
136	Sheridan/La Salle Ex	1,950	3,334	3,331	(3)	-0%
145	Wilson/Michigan Exp	8,900	10,435	10,362	(73)	-1%
146	Marine/Michigan Exp	10,495	10,280	10,280		
147	Outer Drive Express	10,705	5,972	5,934	(38)	-1%
151	Sheridan	28,522	23,891	23,867	(24)	-0%
152	Addison	16,257	22,532	22,548	16	0%
155	Devon	8,818	10,421	10,441	20	0%
156	La Salle	12,646	13,540	13,518	(22)	-0%
157	Streeterville	4,819	4,817	4,817		
162		3112				

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
164	Narragansett Express	3,531				
165	West 65th					
201	Central/Sherman	2,417	2,052	2,051	(1)	-0%
202	Main/Emerson	969	888	888		
203	Ridge/Grant	1,781	1,812	1,814	2	0%
204	Dodge	2,061	397	401	4	1%
CTA TOTALS*		1,171,184	1,169,042	1,161,580	(7,462)	-1%
208	Evanston-Golf Mill	1,294				
209	Woodfield-Harlem	2,433	304	345	41	13%
210	Glenview-Loop	1,083	2,025	2,023	(2)	-0%
211	Milwaukee-Western					
212	Northbrook-Evanston	1,071	2,958	2,996	38	1%
213	Green Bay Road	2,177	(567)	(558)	9	-2%
214	Deerfield-Evanston	included in #213				
215	Old Orchard-Howard	2,377	4,223	4,253	30	1%
220	Glenview-O Hare	1,126	4,544	4,624	80	2%
221	W Des Plaines-Riv Rd	1,077	(959)	(953)	6	-1%
222	Rosemont					
223 e	Elk Grove-River Road	2179	(549)			
223 w	Elk Grove-River Road	included above				
225	Jeff Park-Howard Ind	496	741	758	17	2%
226	Oakton	1,767	887	905	18	2%
228	Glenview-Harlem	1,054	1,226	1,228	2	0%
230	South Des Plaines	800	452	470	18	4%
233	SW Des Plaines					
234	Wheeling-Des Plaines	573	1,412	1,425	13	1%
240	Park Ridge-Dee Road	1,011	466	469	3	1%
241	Park Ridge-Greenwood	768	198	200	2	1%
250	Dempster	3,091	1,884	1,885	1	0%
270	Milwaukee	4,435	5,638	5,657	19	0%
290	Touhy	5,331	6,448	6,468	20	0%
301	Roosevelt Road	1,518	1,340	1,437	97	7%
302	Ogden-Stanley	968	875	886	11	1%
303	Madison St-19th	1,247	1,349	1,350	1	0%
304	Cicero-La Grange	1,462	2,061	2,081	20	1%
305	Cicero-River Forest	2,312	3,009	3,010	1	0%
307	Harlem	4,283	3,637	3,645	8	0%
308	Medical Center	1,259	604	624	20	3%
309	Lake Street	1,445	2,089	2,107	18	1%
310	Madison-Hillside	1,472	1,569	1,572	3	0%
311	Oak Park Avenue	2,338	1,625	1,654	29	2%
312	Ogden	142	177	177		
313	St. Charles Road	1,942	1,269	1,281	12	1%
315	Austin-Ridgeland	1,022	1,709	1,716	7	0%
318	West North Ave.	2,080	2,483	2,497	14	1%

Appendix D #3

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder\Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
Rte # route name		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared with 2010 Base	
					#	%
319	Grand Avenue	745	(629)	(627)	2	-0%
320	Madison St.	578	602	602		
322	22nd Street	4,056	5,233	5,263	30	1%
325	25th Avenue	616	647	652	5	1%
330	Mannheim-La Grange	1,290	2,582	2,648	66	3%
331	Cumberland-5th	2,132	2,819	2,829	10	0%
332	Elmhurst/York	256	319	323	4	1%
349	South Western	3,622	6,056	6,030	(26)	-0%
350	Sibley	719	304	394	90	30%
352	Halsted	5,957	9,558	7,948	(1,610)	-17%
353	95th-Riverdale	4,523	6,277	2,926	(3,351)	-53%
354	Orland/SW Shopper	519	622	604	(18)	-3%
355	Lansing	1,043	469	(101)	(570)	-122%
357	Lincoln Highway	1,372	1,519	1,589	70	5%
358	Torrence	405	1,171	4,533	3,362	287%
359	Robbins-S. Kedzie	1,247	2,207	2,480	273	12%
362	South Park Forest	82	96	98	2	2%
364	159th Street	1,853	679	391	(288)	-42%
364 a	159th Street	included above				
366	Park Forest-Chi Hts	487	567	663	96	17%
367	University Park	301	297	299	2	1%
369	Central Park Forest	52	97	117	20	21%
370	Harvey-Chicago Hts.	677	845	802	(43)	-5%
379	West 79th Street	594	832	848	16	2%
380	Clearing	168				
381	95th	5,216	2,754	2,780	26	1%
381 a	95th Cutback	included above				
382	Central	243	996	998	2	0%
383	Cicero	847	(70)	(79)	(9)	13%
383 a	Cicero	included above				
384	Narragansett	508	(819)	(811)	8	-1%
384 a	Narragansett-Ridgeld	included above				
385	87th/111th	534	2,770	2,796	26	1%
386	Harlem	910	(3,434)	(3,432)	2	-0%
386 a	Harlem	included above				
404	Itasca-Hamilton					
405	Woodfield-Elk Grove					
407	Bloomington-Roselle	36	69	69		
411	Niles Local	1,083	222	222		
411 a	Niles Local-Reverse	included above				
412		306				
421	Northfield Plaza	1,068				
421 a	Glenview	included above				
422	Old Orchard	1,133	2,005	2,006	1	0%
423	Winnetka	1,008	278	278		
448	South Holland	52	362	361	(1)	-0%

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
Rte # route name		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared with 2010 Base	
					#	%
451	Southeast Homewood	74	81	82	1	1%
452	Northeast Homewood	137	408	408		
453	Southwest Homewood	63				
454	Northwest Homewood	59	532	551	19	4%
460	Hazel Crest	85	(125)	(125)		
471	Hghland Pk-Deerfield	410	388	388		
472	Hghlnd Pk-Ft Sheridan	413	387	387		
473	Hghlnd Pk-Lake Cook	190	3	3		
473 a	Hghland Pk-Braeside	included above				
473 b	Hghlnd Pk-Nbrook Ct	included above				
501	Forest Park	884	583	583		
501 a	West Jefferson	included above				
502	Cass	786	777	777		
502 a	Marquette Gardens	included above				
503	Black Rd-Raynor Park	237	239	239		
504	South Joliet	210	206	206		
505	Lidice	340	297	297		
505 a	Rockdale	included above				
506	Wash./2nd	320	326	326		
507	Plainfield	283	291	291		
509	Lockport					
521	High St.	318	329	329		
522	Sherman	232	242	242		
523	North/Lake	410	459	459		
524	Downer	224	292	292		
525		286				
526	Westplaza	452				
527	Moecherville	445	443	443		
528	Fifth St.	346	362	362		
529	Indian Trail	384	416	416		
530	Fox Valley Center	720	719	719		
531	Waubensee	155	250	250		
532	Randall	242	281	281		
533	Molitor	293	312	312		
541	Douglas	487	476	476		
542	Grove	597	588	588		
543	Dundee	591	589	589		
544	Chicago	586	581	581		
545	Walnut	548	582	582		
546	South	501	545	545		
547	Wing Park	291	317	317		
548	Highland	375	432	432		
549	McLean	419	489	489		
552	N.State/Spring Hill Mall	561	695	695		
553	Park/Summit	271	365	365		
560	Uss G.America					

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
561	Castlecreek	471	461	461		
562	Gurnee/Sunset	633	668	668		
563	Farnsworth/Naval	440	543	543		
564	Jackson	348	420	420		
565	Grand Ave	279	390	390		
566	Lewis					
568	Lakehurst	840	822	822		
569		869	867	867		
570	Foxlake/College	100	115	115		
571	Aion	655	695	695		
572	Hawthorn/Waukegan	1,139	1,340	1,340		
580	Abbott/Mundelein					
602	Higgins/Salem	68	(173)	(172)	1	-1%
603	Cedarcrest/Roselle	31	(703)	(703)		
604	Springinguth	29	(742)	(742)		
605	Plumgrove/Summit	70	321	321		
606	Northwest Ltd.	1,509	(1,087)	(995)	92	-8%
607	Woodfield					
621	SW Northbrook Feeder	31	(82)	(79)	3	-4%
622	NW Northbrook Feeder	43	32	36	4	13%
626	Lake-Cook Limited	626	1,631	1,641	10	1%
641	NE Elmhurst					
642	SW Elmhurst	77	100	100		
643	NW Elmhurst	59				
644	Sc Elmhurst	26	(185)	(182)	3	-2%
645	Ind. Elmhurst	included in #643				
646	SE Elmhurst	36	46	47	1	2%
652	SW Glenellyn	55	9	9		
653	bloominda	112	(46)	(46)		
654	Sc Glen Ellyn	90	5	6	1	20%
655	C Glendale Hts	60	194	194		
656	SE Glen Ellyn	59	170	170		
657	W Glendale Hts/Glen	128	597	597		
661	SW Westmont	69	233	233		
662	Sc Westmont	96	66	66		
664	Willowbrook/Clarendo	127	201	201		
665	Darien/Westmont	89	40	40		
666	Burr Ridge	56	186	186		
669	W. Springs/Indian He	58	50	50		
672	SE Lombard	38	(217)	(217)		
674	SW Lombard	57	(5)	(5)		
676	Naper. Cress Creek	66	101	101		
677	Naper. W. Highlands	45				
678	Naper. Carriage Hill	137				
679	Warrenville Feeder					
680	Naper. Brookdale					

Six-County Bus Ridership Forecasts

Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
Rte # route name		total boardings	9/18/98 adjusted boardings	12/8/98 adjusted boardings	Compared with 2010 Base	
					#	%
681	Naper. Saybrook	67	37	37		
683	Naper. Springbrook	90	188	188		
684	Naper. Maplebrook	100				
685	Naper. Will-o-way	100	108	108		
686	Naper. Oldfarm	111	127	127		
687	Naper. Farmstead	83	94	94		
688	Naper Huntington	83	119	119		
689	Naper. Hobson Vill.	98	134	134		
690	Buffalo Grv/Arl.Hts	384	(210)	(209)	1	-0%
693	Arling. Hts/Palatine					
695	Woodfield/Randhurst					
696	Woodfield-AH Randhurst	430	585	592	7	1%
697	Roselle/Woodfield					
698	NW Arling. Hts	48	(140)	(140)		
699	Woodfield-Palatine	332	1,056	1,063	7	1%
700	Addison/Villa Park	47	201	201		
702	SW Villa Park	77	232	232		
703	Sc Villa Park	100	32	34	2	6%
706	College Ave SE Wheat	88	222	222		
707	SW Wheaton	96	285	285		
708	Schmale/Main	66	340	340		
709	C.stream/N.Wheaton	72	(118)	(118)		
710	Gary/Carol Stream	78				
713	Wheaton/Warrenville					
714	Carol Stream Ind Par					
715		476	866	867	1	0%
720	Hoffman Est.					
721	N. Palatine					
723	NE Palatine/Arl.Park	83	(311)	(310)	1	-0%
725	Lk Zurich Feeder	54	59	59		
726	Wauconda/Barring	48	84	84		
728	Lk Zurich xpress	included in #725				
737		128	571	579	8	1%
740	Oak Forest	100	23	23		
747	Dupage Connection	487	624	674	50	8%
750	Country Club Hills	70	188	187	(1)	-1%
751	Chicago Hts	40	99	99		
753	Matteson	62	232	241	9	4%
781 a	N.Naper/Bell Labs	31	30	30		
781 b	N.Naper/Amco	included above				
801	Fox River Valley	425	439	439		
803	Carpenterville	297	319	319		
805	Crystal Lake/Spring					
806	Fox Lake/Crystal Lak					
807	Woodstock/McHenry					
808	Crystal Lake/Harvard					

Six-County Bus Ridership Forecasts Alternative 2

Red Line Extension to 130th/I-94

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 2 2010 Fratar Work Trip Table		
		total	9/18/98 adjusted	12/8/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
819	Hunters Woods	96	351	351		
820	University Hts/Lisle	95	456	456		
821	Woodridge/Belmont	127	358	358		
822	Woodridge/Lisle	185				
823	W. Bolingbrook	126	92	92		
824	E. Bolingbrook	153	74	74		
825	Cent. Bolingbrook	71	(88)	(88)		
826	S. Lisle	105	149	149		
827	Green Trails	99	318	318		
828	N. Lisle					
829 a	Lisle At&t Amco	included in #822				
829 b	Lisle Corporetum	included in #822				
830	NE Lisle					
834	Joliet-Yorktown	535	397	398	1	0%
835	SW Sub Chi Express	744	102	98	(4)	-4%
855	I-55 Flyer	221	256	256		
877	South Suburban Oakbrook	210				
880	Randall-O'Hare Express					
990 x	CDOT Alt1 S. Cook Exp.			545	545	
PACE BUS TOTALS*		135,435	151,412	147,953	(3,459)	-2%

Appendix D #4
Study Area Bus Ridership Forecasts
Alternative 2

RTA System Planning Division Yoder/Lupa		1990 Observed Counts	FS 2010 Base	Alternative 2 Line Extension to 130th/I-94		Red
			09/18/1998	10/15/1998	Compared with 2010 base	
		total boardings	adjusted boardings	adjusted boardings	#	%
Route# Route Name						
CTA North-South Routes						
3	King Drive	22,710	24,230	24,140	-90	0%
4	Cottage Grove	25,780	23,810	23,320	-490	-2%
6	Jeffrey Express	19,010	18,070	16,850	-1,220	-7%
8 a	South Halsted	3,840	3,860	3,550	-310	-8%
14	South Lake Shore Exp	10,190	12,080	11,000	-1,080	-9%
27	South Deering	6,410	10,830	6,410	-4,420	-41%
28	Stony Island	14,570	11,470	10,940	-530	-5%
29	State	19,140	15,110	14,800	-310	-2%
34	South Michigan	16,000	15,690	17,880	2,190	14%
104	Pullman	included in 111a				
108	Halsted		5,990	6,960	3,110	-3,850
Subtotal		143,630	142,100	131,990	-10,110	-7%
CTA East-West Routes						
79	79th	28,550	37,570	37,930	360	1%
87	87th	16,600	22,920	18,460	-4,460	-19%
95 e	93rd/95th	6,410	6,680	1,760	-4,920	-74%
95 w	95th	8,230	9,770	9,830	60	1%
100	Jeffrey Manor Exp	1,340	800	-340	-1,140	-143%
103	West 103rd	4,880	5,740	5,280	-460	-8%
106	East 103rd/106th	3,760	6,750	17,190	10,440	155%
111 a	111th/115th(outer)	8,680	7,620	11,880	4,260	56%
111 b	111th/115th(inner)	included above				
Subtotal			78,450	97,850	101,990	4,140
CTA Diagonal Routes						
30	South Chicago	6,210	5,120	5,240	120	2%
112	Vincennes/111th	4,350	10,840	10,830	-10	-15%
119	Michigan/119th	0	12,030	10,410	-1,620	-13%
Subtotal		10,560	27,990	26,480	-1,510	-5%
CTA TOTAL		232,640	267,940	260,460	-7,480	-3%
Pace Routes in Study Area						
352	Halsted	5,960	9,560	7,950	-1,610	-17%
353	95th-Riverdale	4,520	6,280	2,930	-3,350	-53%
355	Lansing	1,040	470	-100	-570	-121%
358	Torrence	410	1,170	4,530	3,360	287%
359	Robbins-S.Kedzie	1,250	2,210	2,480	270	12%
381	95th	5,220	2,750	2,780	30	1%
990 x	CDOT Alt 1 Express	0	0	550	550	N/A
PACE TOTAL		18,400	22,440	21,120	-1,320	-6%

District-to-District Trip Tables
Alternative 2: Red Line Extension to 130th/I-94
 RTA System Planning Division, October 1998

Total Person Trips by District

District	nwchgo	nlakeint	w chgo	central	sw chgo	lakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	336,843	103,341	77,647	150,680	16,042	11,695	1,923	5,962	1,735	20,512	488	249,464	23,298	5,779	1,005,409
gs02	154,075	391,392	55,149	232,313	18,935	15,099	2,344	7,017	2,177	20,313	586	221,988	21,648	7,083	1,140,019
gs03	81,072	41,527	220,857	147,418	48,760	22,079	3,028	2,699	1,180	15,297	823	81,318	59,810	8,684	732,552
gs04	25,211	42,832	33,636	167,110	12,281	15,415	1,107	1,350	399	5,165	171	30,435	9,383	2,806	347,521
gs05	20,180	14,452	60,762	101,868	289,489	45,169	13,193	1,302	994	12,250	1,308	31,283	98,871	14,800	685,921
gs06	18,462	18,601	44,273	119,498	81,210	147,383	9,002	1,007	739	7,953	911	24,190	35,583	26,378	535,190
gs07	7,383	5,495	14,377	38,883	56,154	23,507	51,363	497	377	4,284	614	11,380	84,393	20,068	318,795
gs08	16,368	9,276	6,246	46,143	2,602	1,774	361	2,099	195	78,681	1,342	340,975	11,253	1,082	2,641,551
gs10	3,998	2,360	2,003	11,505	1,058	711	142	14,679	1,155	395	133,659	2,114	96,368	5,527	1,429,955
gs11	41,785	14,262	27,109	87,761	17,620	7,755	1,612	9,963	107,875	2,171,714	31,366	389,057	156,535	4,403	3,068,807
gs12	5,061	3,008	7,128	24,250	8,541	4,161	1,237	1,508	9,541	180,862	726,460	25,600	196,310	2,734	1,196,431
gs13	254,790	104,635	59,168	173,631	16,609	11,094	1,989	154,207	88,768	206,851	1,825	3,096,847	83,841	6,026	4,260,281
gs14	42,287	24,478	108,306	184,510	161,232	41,891	45,756	4,141	3,593	164,011	54,780	163,593	2,248,850	47,536	3,274,964
gs99	14,995	12,272	28,875	81,641	54,580	75,050	36,273	948	704	7,592	1,178	21,972	102,111	137,241	575,432
sum	1,022,510	777,931	745,736	1,547,211	763,113	422,783	169,350	2,304,465	1,452,158	2,976,766	823,966	4,784,370	3,137,413	285,056	21,212,828

Total Auto Person Trips by District

District	nwchgo	nlakeint	w chgo	central	sw chgo	lakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	291,740	87,278	63,367	65,807	12,625	8,830	1,373	5,914	1,727	20,170	488	231,102	21,720	3,798	815,939
gs02	130,349	333,323	44,673	119,828	14,438	11,523	1,629	6,887	2,171	19,852	585	203,705	19,871	4,700	913,534
gs03	63,414	32,064	184,075	64,164	37,083	16,438	2,104	2,657	1,171	14,869	822	71,340	54,836	5,469	550,526
gs04	19,727	34,269	25,908	130,412	8,954	11,325	751	1,323	397	5,007	171	26,927	8,108	1,879	275,158
gs05	14,729	10,225	48,595	37,541	236,907	36,460	11,219	1,274	993	12,072	1,307	27,143	92,686	11,037	542,188
gs06	12,775	13,702	32,321	54,363	64,489	124,055	7,373	980	737	7,745	910	19,950	32,251	21,322	393,863
gs07	4,875	3,687	10,614	13,180	48,263	19,654	47,049	481	376	4,220	613	9,247	79,041	17,442	258,742
gs08	15,543	8,649	5,777	21,179	2,586	1,689	351	2,094	181	26,195	1,341	338,259	11,170	1,037	2,607,255
gs10	3,903	2,268	1,890	6,051	1,053	689	141	14,673	1,152,062	133,374	2,114	95,817	5,507	428	1,419,970
gs11	41,014	13,598	28,612	77,441	17,441	7,461	1,590	9,995	107,704	2,168,756	31,364	387,224	156,039	2,713	3,001,105
gs12	5,016	2,967	7,036	15,370	8,491	4,108	1,224	1,503	9,534	180,800	725,438	25,500	196,008	4,791	1,195,708
gs13	237,001	95,465	52,377	66,872	14,826	9,394	1,655	153,986	88,587	206,240	1,824	3,052,383	81,903	4,791	4,087,324
gs14	38,228	21,871	97,894	73,844	149,065	37,827	42,951	4,097	3,586	163,576	54,770	157,864	2,215,753	44,266	3,105,393
gs99	9,438	8,399	20,307	30,201	44,230	63,071	31,632	915	702	7,430	1,177	17,349	96,347	119,210	450,408
sum	887,753	667,785	621,826	727,424	660,451	352,524	151,042	2,398,433	1,448,408	2,970,326	822,924	4,663,610	3,071,240	242,387	19,587,133

Appendix D #5
District-to-District Trip Tables
Alternative 2: Red Line Extension to 130th/I-94

Total Transit Person Trips by District

District	nwchgo	hlakeinf	w chgo	central	sw chgo	lakeinf	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	45,103	16,063	14,280	84,873	3,417	2,865	550	48	8	342	-	18,362	1,578	1,981	189,470
gs02	23,726	48,069	10,476	112,485	4,497	3,576	715	130	6	461	1	18,183	1,777	2,383	226,485
gs03	17,658	9,463	36,782	83,254	9,677	5,641	924	42	9	408	1	9,978	4,974	3,215	182,026
gs04	5,484	8,563	7,928	36,698	3,327	4,090	356	27	2	178	-	3,508	1,275	927	72,363
gs05	5,451	4,227	12,167	64,327	32,582	8,709	1,974	28	1	178	1	4,140	6,185	3,763	143,733
gs06	5,687	4,899	11,042	65,135	16,721	23,328	1,629	27	2	208	1	4,240	3,332	5,066	141,307
gs07	2,508	1,808	3,763	25,703	7,891	3,853	4,334	16	1	64	1	2,133	5,352	2,626	60,053
gs08	825	627	469	24,964	16	85	10	4,377	20	-	1	2,716	83	45	34,238
gs10	95	113	5,454	5,454	5	22	1	6	3,333	285	-	551	20	8	9,985
gs11	771	664	1,027	59,149	179	294	22	28	171	2,958	2	1,833	496	108	67,702
gs12	45	41	8,890	8,890	50	53	13	5	7	92	1,022	100	302	21	10,723
gs13	17,789	9,150	6,791	106,759	1,783	1,700	334	221	181	611	1	44,464	1,938	1,235	192,957
gs14	4,058	2,807	10,412	90,666	12,167	4,064	2,805	44	7	435	10	5,929	33,097	3,270	169,571
gs99	5,597	3,873	8,568	51,440	10,350	11,979	4,641	33	2	162	1	4,623	5,764	18,031	125,024
sum	134,757	110,146	123,910	819,787	102,662	70,259	18,308	5,032	3,750	6,382	1,042	120,760	66,173	42,669	1,625,637

Transit Mode Share by District (Percentage)

District	nwchgo	hlakeinf	w chgo	central	sw chgo	lakeinf	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	13	16	18	56	21	24	29	1	0	2	-	7	7	34	19
gs02	15	13	19	48	21	24	31	2	0	2	0	8	8	34	20
gs03	22	23	17	56	21	26	31	2	1	3	0	12	8	37	25
gs04	22	20	23	22	27	27	32	2	1	3	-	12	14	33	21
gs05	27	29	20	63	12	19	15	2	0	1	0	13	6	25	21
gs06	31	26	25	55	21	16	18	3	0	3	0	18	9	19	26
gs07	34	33	26	66	14	16	8	3	0	1	0	19	6	13	19
gs08	5	7	8	54	1	5	3	0	0	-	0	1	1	4	1
gs10	2	4	6	47	0	3	1	0	0	0	-	1	0	2	1
gs11	2	5	4	67	1	4	1	0	0	0	0	0	0	2	1
gs12	1	1	1	37	1	1	1	0	0	0	0	0	0	1	2
gs13	7	9	11	61	11	15	17	0	0	0	0	4	2	20	5
gs14	10	11	10	55	8	10	6	1	0	0	0	4	1	7	5
gs99	37	32	30	63	19	16	13	3	0	2	0	21	6	13	22
sum	13	14	17	53	13	17	11	0	0	0	0	3	2	15	8

District-to-District Trip Tables
Alternative 2: Red Line Extension to 130th/L-94
 RTA System Planning Division, October 1998

Number of Auto Person Trip Comparison: Alternative 2 Versus 2010 Base

District	nwchgo	nlakeint	w chgo	central	sw chgo	lakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub	Ck	S Sub	Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs15	gs16	gs17	gs18
gs01	-1	0	0	1	0	0	0	0	0	0	0	-1	-15	-149	-165	-178	-185
gs02	-1	0	1	1	0	0	0	0	0	0	-1	0	-18	-160	-178	-180	-178
gs03	0	0	-1	0	0	0	0	0	0	0	0	0	-27	-181	-209	-209	-209
gs04	-1	-1	0	0	-4	-1	0	0	0	0	0	0	-60	-201	-266	-266	-266
gs05	0	0	0	0	-3	-1	-1	0	0	0	0	0	-39	-107	-151	-151	-151
gs06	0	0	0	0	0	-4	-1	0	0	0	0	0	-23	-63	-87	-87	-87
gs07	0	0	-1	-5	0	0	0	0	0	0	0	0	0	-2	-1	-1	-1
gs08	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
gs10	0	0	0	0	1	0	0	0	0	0	0	0	-1	-5	-3	-3	-3
gs11	0	0	0	-3	0	0	0	0	0	0	0	0	-3	-95	-115	-115	-115
gs12	1	1	0	0	0	0	0	0	0	-1	0	0	-23	-95	-115	-115	-115
gs13	-92	-51	-117	-573	-90	-78	-20	-1	0	-12	0	-146	-526	-181	-1887	-1887	-1887
gs14	-411	-257	-592	-1,106	-553	-317	-69	-4	0	-19	0	-450	-266	-507	-4,551	-4,551	-4,551
gs99	-506	-308	-711	-1,684	-649	-400	-92	-5	0	-32	-1	-594	-1,009	-1,707	-7,698	-7,698	-7,698
sum																	

Number of Transit Person Trip Comparison: Alternative 2 Versus 2010 Base

District	nwchgo	nlakeint	w chgo	central	sw chgo	lakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub	Ck	S Sub	Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs15	gs16	gs17	gs18
gs01	1	0	0	0	0	0	0	0	0	0	0	0	15	149	165	178	185
gs02	1	0	-1	0	0	0	0	0	0	0	0	-1	27	180	178	180	178
gs03	0	0	1	0	0	1	0	0	0	0	0	-1	27	182	211	211	211
gs04	1	0	1	0	0	1	0	0	0	0	0	0	7	58	67	58	67
gs05	-1	0	0	-1	2	-1	1	0	0	0	0	0	57	208	265	208	265
gs06	0	0	-1	-1	0	-1	1	0	0	0	0	0	38	114	151	114	151
gs07	0	0	0	0	0	3	-1	0	0	0	0	0	22	68	97	68	97
gs08	0	0	0	0	0	0	0	0	0	0	0	-1	0	2	2	0	(1)
gs10	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	2	0	(1)
gs11	0	0	0	-1	0	0	0	0	0	0	0	-1	2	5	4	5	4
gs12	1	0	0	3	0	0	0	0	0	0	0	0	23	95	118	95	118
gs13	0	0	0	0	0	0	0	0	0	0	0	0	528	1,881	1,881	1,881	1,881
gs14	92	51	118	573	94	79	21	1	0	12	0	146	528	1,881	1,881	1,881	1,881
gs99	411	257	592	1,107	554	319	71	4	0	19	1	450	270	489	4,553	4,553	4,553
sum	506	308	710	1,687	651	400	92	6	-	31	1	594	1,009	1,706	7,698	7,698	7,698

Appendix E

2010 Alternative 3 Red Line Extension to 103rd Ridership Forecasts

MEMORANDUM

TO: Mary Lupa, Supin Yoder, RTA

FROM: Rich Hazlett
Chicago Department of Transportation

SUBJECT: CDOT Far South Transportation Study - Red Line to 103rd Street (Alternative 3)

DATE: September 23, 1998

Please code the following changes to test the ridership potential of a CTA Red Line extension to 103rd Street and the Bishop Ford Expressway.

Red Line Extension to 103rd/Ford Expressway - From 95th Street this alternative would follow I-94 (Bishop Ford) to a new terminal station at 103rd Street.

Stations - New rapid transit stations would be located at King Drive and at 103rd Street.

Headways should match the coding of the Dan Ryan Red Line expressway median portion (95th to 35th) - ~~2.5 minute peak, 15 minutes off peak~~

Metra station closures - 103rd, 107th

Fare Changes - no fare changes

Park and Ride Lots/Marketshed Changes - a major park-and-ride would be provided at the 103rd Street terminal. Suggested changes are:

103rd Street terminal - 1183, 1187, 1188, 1192, 1196, 1200, 1201, 1204

CTA Bus Changes (see attached map)

Reroute route #111 east along 103rd Street to the proposed 103rd Street terminal.
Operation of this route along Cottage Grove north of 103rd and along 95th Street would be discontinued.

Extend route #4 (Cottage Grove) southward along Cottage Grove to 103rd and east along 103rd to the proposed terminal at 103rd Street. Route would no longer terminate at Chicago State. W/C

Extend route #103 eastward to King Drive and north to the new King Drive station.
Operation along Michigan Avenue north of 103rd would be discontinued.

Pace Bus Changes (see attached map)

Pace route 353 would terminate at Chicago State University just north of the proposed rapid transit station at King Drive. Operation along 95th Street would be discontinued.

If you have any questions, please call me at 744-1986.

cc: Mark Fialkowski, P-B

Appendix E #2
Six-County Rail Ridership Forecasts
Alternative 3
Red Line Extension to 103rd
 RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder\Lupa	Station node	1990 Observed Counts* total boardings	FS 2010 Base 2010 Fratar Wor 9/18/98 adjusted boardings	FS 2010 Alt3 2010 Fratar Work Trip Table		
				10/27/98 adjusted boardings	Compared With 2010 Base	
					#	%
Downtown Stations						
Union Station	8827	42,356	55,461	55,459	(2)	-0%
C&NW Station	9748	38,938	45,237	45,236	(1)	-0%
Clyborn	9749	682	1,021	1,021		
Randolph	9966	19,564	20,907	20,817	(90)	-0%
Van Buren St.	9967	7,305	9,156	9,041	(115)	-1%
LaSalle Station	9968	14,874	15,770	15,828	58	0%
Total		123,719	147,552	147,402	(150)	-0%
Burlington Northern						
Aurora	9941	973	1,217	1,217		
Route 59	9996	1,734	3,043	3,043		
Naperville	9942	3,231	3,615	3,615		
Lisle	9943	2,237	1,841	1,841		
Tollway/I-355	9727		660	660		
Belmont	9944	1,423	2,035	2,035		
Main	9945	2,052	2,562	2,562		
Fairview	9946	547	580	580		
Westmont	9947	1,239	1,835	1,835		
Clarendon Hills	9948	979	1,166	1,166		
West Hinsdale	9949	336	304	304		
Hinsdale	9950	1,099	866	866		
Highlands	9951	210	283	283		
Western Springs	9952	1,152	1,099	1,099		
Stone Avenue	9953	1,108	501	501		
La Grange	9954	1,450	2,504	2,504		
Congress Park	9955	107	165	165		
Brookfield	9956	617	890	890		
Hollywood	9957	121	178	178		
Riverside	9958	477	625	625		
Harlem	9959	748	779	779		
Berwyn	9960	862	1,044	1,044		
LaVergne	9961	247	(26)	(26)		
Clyde	9962	127	228	228		
Cicero	9963	177	284	283	(1)	-0%
Western	9964	104	274	273	(1)	-0%
Halsted	9965	44	48	48		
Total		23,401	28,600	28,598	(2)	-0%
C&NW-North						
Kenosha	9773	283				
Winthrop Harbor	9772	28	(28)	(28)		
Zion	9771	88	221	221		
Waukegan	9770	772	989	989		
North Chicago	9769	175	329	329		
Great Lakes	9768	96	104	104		
Lake Bluff	9767	369	439	439		
Lake Forest	9766	683	723	723		
Fort Sheridan	9765	323	492	492		
Highwood	9764	273	172	172		
Highland Park	9763	1,211	1,208	1,208		

* 1995 Observed counts are used for CTA Southwest Line.

Appendix E #2
Six-County Rail Ridership Forecasts
Alternative 3
Red Line Extension to 103rd
RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa		1990 Observed Counts* total boardings	FS 2010 Base 2010 Fratar Wor 9/18/98 adjusted boardings	FS 2010 Alt3 2010 Fratar Work Trip Table 10/27/98 adjusted boardings	Compared With 2010 Base	
Station node					#	%
Ravinia	9762	317	386	386		
Braeside	9761	305	286	286		
Glencoe	9760	782	868	868		
Hubbard Woods	9759	453	914	914		
Winnetka	9758	691	705	704	(1)	-0%
Indian Hills	9757	367	362	362		
Kenilworth	9756	498	326	326		
Wilmette	9755	1,449	1,563	1,563		
Central	9754	1,273	1,086	1,086		
Evanston	9753	1,114	1,304	1,304		
Main	9752	839	833	833		
Rogers Park	9751	873	993	993		
Ravenswood	9750	628	772	772		
Total		13,890	15,047	15,046	(1)	-0%
C&NW - Northwest						
McHenry	9998	128	204	204		
Harvard	9794	171	129	129		
Woodstock	9792	323	544	544		
Crystal Lake	9791	1,243	1,689	1,689		
Cary	9790	732	955	955		
Fox River Grove	9789	351	378	378		
Barrington	9788	1,811	2,494	2,494		
Palatine	9787	2,002	3,655	3,655		
Arlington Park	9840	1,825	1,898	1,898		
Arlington Heights	9785	3,180	2,342	2,342		
Mt. Prospect	9784	2,075	3,259	3,259		
Cumberland	9783	529	650	650		
Des Plaines	9782	1,139	348	347	(1)	-0%
Dee Road	9781	403	612	612		
Park Ridge	9780	825	908	908		
Edison Park	9779	400	199	199		
Norwood Park	9778	241	689	689		
Gladstone Park	9777	91	98	98		
Jefferson Park	9776	610	630	630		
Irving Park	9775	275	336	336		
Total		18,354	22,017	22,016	(1)	-0%
C&NW - West						
Geneva	9814	1,374	1,864	1,864		
West Chicago	9813	489	978	978		
Winfield	9812	561	1,368	1,368		
Wheaton	9811	2,124	2,449	2,449		
College Avenue	9810	983	1,528	1,528		
Glen Ellyn	9809	2,058	1,219	1,219		
Lombard	9808	1,132	1,490	1,490		
Villa Park	9807	1,140	1,784	1,785	1	0%
Elmhurst	9806	1,706	1,870	1,870		
Berkeley	9805	231	(70)	(70)		
Bellwood	9804	193	(10)	(10)		
Melrose Park	9803	118	199	199		

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder\Lupa	Station node	1990 Observed Counts* total boardings	FS 2010 Base 2010 Fratar Wor 9/18/98 adjusted boardings	FS 2010 Alt3 2010 Fratar Work Trip Table		
				10/27/98 adjusted boardings	Compared With 2010 Base	
					#	%
Maywood	9802	90	161	161		
River Forest	9801	294	379	379		
Oak Park	9800	1,058	1,050	1,050		
Kedzie	9799	43	43	43		
Total		13,594	16,302	16,303	1	0%
Chicago, S.S. & S.B.	9879					
130th/I-94	9878	1,535	1,933	1,931	(2)	-0%
Hegewisch		1,535	1,933	1,931	(2)	-0%
Total						
Metra Electric						
Blue Island	9937	329	451	452	1	0%
Burr Oak	9936	295	573	573		
Ashland Avenue	9935	143	160	160		
Racine Avenue	9934	74	23	23		
West Pullman	9933	52	(56)	(43)	13	
Stewart Ridge	9932	69	66	66		
State Street	9931	97	(32)	(33)	(32)	100%
Subtotal		1,059	1,185	1,198	(18)	-2%
93rd/S Chicago	9729		650	630	(20)	-3%
91st/S Chicago	9930	1,021				
87th	9929	370	207	204	(3)	-1%
83rd	9928	497	835	835		
Cheltenham	9927	283	537	537		
Windsor Park	9926	333	352	352		
South Shore	9925	444	217	217		
Bryn Mawr	9924	236	349	349		
Stoney Island	9923	247	292	292		
Subtotal		3,431	3,439	3,416	(23)	-1%
University Park	9890	803	809	809		
Richton Park	9922	1,608	1,365	1,366	1	0%
Matteson	9921	1,073	2,010	2,011	1	0%
211th	9920	1,135	1,183	1,182	(1)	-0%
Olympia Fields	9919	263	426	427	1	0%
Flossmoor	9918	1,291	1,688	1,688		
Homewood	9917	1,697	2,196	2,196		
Calumet	9916	1,175	728	728		
Hazel Crest	9915	848	502	502		
Harvey	9914	1,456	1,871	1,872	1	0%
147th	9913	1,576	1,718	1,720	2	0%
Ivanhoe	9912	1,230	1,203	1,204	1	0%
Riverdale	9911	612	638	623	(15)	-2%
Subtotal		14,767	16,337	16,328	(9)	-0%
Kensington/115th	9910	1,342	1,033	910	(123)	-12%
Pullman/111th	9909	48	49	48	(1)	-2%
107th	9908	52	72		(72)	
103rd	9907	75	127		(127)	

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder\Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt3		
		Observed	2010 Fratar Wor	2010 Fratar Work Trip Table		
		Counts*	9/18/98	10/27/98	Compared With	
		total	adjusted	adjusted	2010 Base	
		boardings	boardings	boardings	#	%
95th	9906	59	36	38	2	6%
91st	9905	38	32	32		
87th	9904	50	15	16	1	7%
83rd	9903	73	130	130		
79th	9902	108	201	199	(2)	-1%
75th	9901	34	31	31		
Subtotal		1,879	1,726	1,404	(322)	-19%
63rd	9899	97	103	103		
U of C/59th	9898	1,581	1,603	1,583	(20)	-1%
55-57th	9897	547	697	694	(3)	-0%
Hyde Park/53rd	9896	714	797	796	(1)	-0%
Kenwood/47th	9895	77	17	14	(3)	-18%
27th	9894	186	38	36	(2)	-5%
23rd	9893	146				
18th	9892	16	56	56		
Roosevelt Rd	9891		167	168	1	1%
Subtotal		3,364	3,478	3,450	(28)	-1%
Total		24,500	25,111	24,729	(382)	-2%
Metra Heritage						
Joliet	9940	519	561	561		
Lockport	9999	92	425	425		
Lemont	8799	241	586	586		
Willow Springs	8801	128				
Summit	8803	152	137	137		
Total		1,132	1,709	1,709		
Milwaukee - North						
Fox Lake	9841	431	751	751		
Ingleside	9842	48	100	100		
Long Lake	9844	92	257	257		
Round Lake	9845	378	559	559		
Grayslake	9846	361	627	627		
Libertyville	9847	1,140	1,823	1,823		
Lake Forest	9849	498	570	570		
Deerfield	9850	1,668	1,991	1,991		
Lake/Cook	9728					
Northbrook	9851	1,457	939	939		
Techny	9836					
Glenview	9852	1,439	1,573	1,574	1	0%
Golf	9853	243	53	53		
Morton Grove	9854	707	1,190	1,190		
Edgebrook	9855	384	397	396	(1)	-0%
Forest Glen	9856	144	97	97		
Mayfair	9857	109	73	73		
Grayland	9858	121	65	65		
Healy	9859	211	140	140		
Western Avenue	9835	585	1,013	1,013		
Total		10,016	12,218	12,218		

Six-County Rail Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt3		
		Observed	2010 Fratar Wor	2010 Fratar Work	Trip Table	
		Counts*	9/18/98	10/27/98	Compared With	
		total	adjusted	adjusted	2010 Base	
		boardings	boardings	boardings	#	%
Milwaukee - West						
Big Timber	9888	128	317	317		
Elgin	9816	366	774	774		
National Street	9817	426	534	534		
Bartlett	9818	1,081	2,229	2,229		
Hanover Park	9819	1,173	2,522	2,522		
Schaumburg	9887	1,246	1,099	1,099		
Roselle	9820	1,767	2,249	2,249		
Medinah	9821	272	97	97		
Itasca	9822	508	1,419	1,419		
Wood Dale	9823	611	1,114	1,114		
Bensenville	9824	451	200	200		
Mannheim	9825	47	(56)	(56)		
Franklin Park	9826	641	265	265		
River Grove	9827	239	466	466		
Elmwood Park	9828	397	340	331	(9)	-3%
Mont Clare	9829	472	181	189	8	4%
Mars	9830	123	(253)	(253)		
Galewood	9831	270	485	485		
Hanson Park	9832	57	275	275		
Cragin	9833	39	122	122		
Hermosa	9834	80	194	194		
Western Avenue	9835	585	1,013	1,013		
Total		10,979	15,586	15,585	(1)	-0%
Norfolk Southern						
179th Orland Pk	8820		542	542		
153rd Orland Pk	8819		894	894		
143rd Orland Pk	8807	188	771	771		
Palos Park	8809	191	379	379		
Worth	8810	408	201	201		
Chicago Ridge	8811	448	374	374		
Oak Lawn	8812	798	1,077	1,077		
Ashburn	8813	397	393	393		
Landers	8815	206	290	290		
Total		2,636	4,921	4,921		
Rock Island - Beverly						
Blue Island/Vermo	9984	158	400	400		
Prarie Street	9983	79	78	78		
123rd	9982	55	55	55		
119th	9981	487	647	647		
115th	9980	314	313	313		
111th	9979	1,033	1,255	1,256	1	0%
107th	9978	684	440	441	1	0%
103rd	9977	1,104	956	957	1	0%
99th	9976	839	914	914		
95th	9975	706	700	700		
91st	9974	631	216	216		
Brainard	9973	290	504	504		
Gresham	9972	376	441	495	54	12%

Appendix E #2
Six-County Rail Ridership Forecasts
Alternative 3
Red Line Extension to 103rd
RTA System Planning Division, October 1998

d:\at2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt3		
		Observed	2010 Fratar Wor	2010 Fratar Work Trip Table		
		Counts*	9/18/98	10/27/98	Compared With	
		total	adjusted	adjusted	2010 Base	
		boardings	boardings	boardings	#	%
Total		6,756	6,919	6,976	57	1%
Rock Island - Main						
Joliet	9940	519	561	561		
New Lennox	9994	649	737	737		
Mokena	9993	617	487	487		
Hickory Creek	9995		283	283		
Tinley Park/80th	9988	1,239	1,355	1,355		
Tinley Park	9992	1,388	1,079	1,079		
Oak Forest	9991	1,460	1,917	1,917		
Midlothian	9990	1,270	1,297	1,297		
Robbins	9989	108	110	110		
Subtotal		7,250	7,826	7,826		
Blue Island/Vermo	9984	680	922	922		
Washington Height	9987	207	211	211		
Longwood/99th	9986					
Manor/95th	9985	128	129	129		
Subtotal		1,015	1,262	1,262		
Total		8,265	9,088	9,088		
RAPID TRANSIT						
Evanston						
Linden	9584	1,850	1,734	1,734		
Central	9585	950	470	470		
Noyes	9586	600	(542)	(542)		
Foster	9587	650	624	624		
Davis	9588	3,600	3,955	3,957	2	0%
Dempster	9589	650	1,149	1,149		
Main	9590	1,450	1,448	1,448		
South Blvd.	9591	850	893	893		
Total		10,600	9,731	9,733	2	0%
Skokie						
Dempster	9605	3150	2,895	2,895		
Total		3150	2,895	2,895		
Howard						
Howard	9733	9,450	8,302	8,305	3	0%
Janvis	9593	1,300	1,420	1,420		
Morse	9594	4,950	4,576	4,577	1	0%
Loyola	9595	5,700	5,030	5,034	4	0%
Granville	9596	2,500	4,851	4,851		
Thorndale	9597	2,250				
Bryn Mawr	9598	4,700	6,576	6,580	4	0%
Berwyn	9599	2,200	3,598	3,598		
Argyle	9600	2,050				
Lawrence	9601	2,200	2,482	2,482		
Wilson	9602	5,350	6,018	6,019	1	0%
Sheridan	9603	2,950	3,106	3,106		
Addison	9604	3,400	4,202	4,203	1	0%

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts

Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\at2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts* total boardings	FS 2010 Base 2010 Fratar Wor 9/18/98 adjusted boardings	FS 2010 Alt3 2010 Fratar Work Trip Table		
				10/27/98 adjusted boardings	Compared With 2010 Base	
					#	%
Belmont	9746	8,950	16,609	16,605	(4)	-0%
Fullerton	9606	8,650	7,282	7,331	49	1%
North/Clybourn	9607	1,700	4,135	4,141	6	0%
Clark/Division	9608	5,250	6,376	6,380	4	0%
Chicago	9609	9,800	8,350	8,360	10	0%
Grand	9610	4,750	11,970	11,997	27	0%
Total		88,100	104,883	104,989	106	0%
Combined Southwest/South						
Roosevelt	9570	1,000	4,120	4,122	2	0%
Total		1,000	4,120	4,122	2	0%
South Main						
35th	9616	2,850	(4)	(19)	(15)	375%
Indiana	9617	700	(483)	(483)		
43rd	9618	1,300	2,112	2,075	(37)	-2%
47th	9619	2,450	297	296	(1)	-0%
51st	9620	1,700	1,969	1,969		
Garfield	9621	1,350	1,326	1,304	(22)	-2%
58th	9622	450	472	472		
Subtotal		10,800	5,689	5,614	(75)	-1%
Jackson Park						
61st	9628	700	695	695		
King Drive	9629	900	901	901		
Cottage Grove	9630	1,300	852	854	2	0%
University	9631	1350				
Dorchester	9723	1,350	4,214	4,168	(46)	-1%
Subtotal		5,600	6,662	6,618	(44)	-1%
Englewood						
Wentworth	9623	250				
Harvard	9624	500	447	457	10	2%
Halsted	9625	1,250	1,527	1,517	(10)	-1%
Racine	9626	900				
Ashland	9627	3,500	2,231	2,231		
Subtotal		6,150	4,205	4,205		
Total		22,550	16,556	16,437	(119)	-1%
Southwest*						
Ford City	1350					
63rd	1351					
Midway	9572	6,550	6,964	6,964		
Pulaski	9573	5,050	7,416	7,420	4	0%
Kedzie	9574	2,600	1,410	1,415	5	0%
Western	9575	3,050	2,144	2,144		
35/Archer	9576	2,150	2,364	2,364		
Ashland	9577	1,200	2,382	2,383	1	0%
Halsted	9578	1,550	1,628	1,630	2	0%
Total		22,150	24,308	24,320	12	0%

* 1995 Observed counts are used for CTA Southwest Line.

Appendix E #2
Six-County Rail Ridership Forecasts
Alternative 3

Red Line Extension to 103rd
RTA System Planning Division, October 1998

d:\at2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt3		
		Observed	2010 Fratar Wor	2010 Fratar Work	Trip Table	
		Counts*	9/18/98	10/27/98	Compared With	
		total	adjusted	adjusted	2010 Base	
		boardings	boardings	boardings	#	%
Lake						
Harlem	9683	3,250	2,758	2,760	2	0%
Oak Park	9684	1,300	1,599	1,599		
Ridgeland	9685	1,250	1,361	1,364	3	0%
Austin	9686	2,250	2,651	2,652	1	0%
Central	9687	2,650	2,125	2,125		
Laramie	9688	1,500	3,539	3,540	1	0%
Cicero	9689	1,450	1,473	1,472	(1)	-0%
Pulaski	9690	2,150	2,341	2,343	2	0%
Homan	9691	800				
Kedzie/Homan	9692	800	925	923	(2)	-0%
California	9693	500	1,772	1,774	2	0%
Ashland	9694	1,300	1,565	1,566	1	0%
Halsted	9695	750				
Morgan	9722		5,691	5,694	3	0%
Clinton/NW Pass	9676	2,550	313	314	1	0%
Total		22,500	28,113	28,126	13	0%
Dan Ryan						
Harrison	9614	1,300	4,558	4,584	26	1%
Roosevelt	9615	3,100	2,295	2,311	16	1%
Cermak	9736	1,700	4,291	4,297	6	0%
35th	9737	2,550	2,903	2,910	7	0%
47th	9738	1,450	4,050	4,070	20	0%
Garfield	9739	3,250	6,474	6,472	(2)	-0%
63rd	9740	2,850	3,451	3,433	(18)	-1%
69th	9741	6,650	7,266	7,253	(13)	-0%
79th	9742	8,150	13,784	13,793	9	0%
87th	9743	5,550	11,451	11,446	(5)	-0%
95th	9744	20,150	25,587	19,934	(5,653)	-22%
King Drive	9036			2,194	2,194	
103rd	9039			3,993	3,993	
111th	9052					
115th	9053					
130th	9069					
Total		56,700	86,110	86,690	580	1%
O'Hare						
O'Hare	9583	7,100	21,157	21,169	12	0%
River Road	9582	5,250	5,399	5,407	8	0%
Cumberland	9581	5,050	6,156	6,161	5	0%
Harlem	9580	4,650	3,231	3,236	5	0%
Jefferson Park	9673	10,500	12,356	12,363	7	0%
Montrose	9647	1,900	2,518	2,519	1	0%
Irving Park	9659	4,450	4,635	4,641	6	0%
Addison	9671	2,500	4,746	4,746		
Belmont	9675	5,450	6,743	6,748	5	0%
Logan Square	9660	5,800	6,933	6,933		
California	9661	2,300	3,151	3,151		
Western	9662	2,150	4,204	4,207	3	0%
Damen	9663	3,600	2,409	2,410	1	0%

* 1995 Observed counts are used for CTA Southwest Line.

Appendix E #2
Six-County Rail Ridership Forecasts
Alternative 3

Red Line Extension to 103rd
RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990	FS 2010 Base	FS 2010 Alt3		
		Observed	2010 Fratar Wor	2010 Fratar Work Trip Table		
		Counts* total boardings	9/18/98 adjusted boardings	10/27/98 adjusted boardings	Compared With 2010 Base	
					#	%
Division	9664	3,900	3,794	3,794		
Chicago	9665	1,400	2,241	2,241		
Grand	9666	850				
Total		66,850	89,673	89,726	53	0%
Douglas/Congress						
Clinton	9677	2,700	2,668	2,668		
U of I	9708	5,650	6,491	6,501	10	0%
Racine	9707	2,050	1,892	1,892		
Subtotal		10,400	11,051	11,061	10	0%
Congress St Line						
Medical Center	9706	1,850	1,980	1,989	9	0%
Western	9705	800	1,154	1,157	3	0%
Kedzie	9703	1,700	1,793	1,797	4	0%
Pulaski	9702	1,250	1,188	1,190	2	0%
Cicero	9700	1,100	987	989	2	0%
Austin	9699	1,950	459	459		
Oak Park	9698	1,700	1,696	1,694	(2)	-0%
Harlem	9697	1,050	1,103	1,101	(2)	-0%
Des Plaines	9696	4,500	4,046	4,047	1	0%
Subtotal		15,900	14,406	14,423	17	0%
Douglas Line						
Polk	9720	3,050	3,058	3,066	8	0%
18th	9719	1,500	1,270	1,271	1	0%
Hoyne	9718	1,150	617	617		
Western	9717	1,000	961	963	2	0%
California	9716	1,500	1,897	1,900	3	0%
Kedzie	9715	950	817	817		
Central Park	9714	1,150	462	463	1	0%
Pulaski	9713	1,050	861	865	4	0%
Kildare	9712	650	1,457	1,457		
Cicero	9711	1,650	1,376	1,374	(2)	-0%
Laramie	9710	900	1,020	1,019	(1)	-0%
Cicero-Berwyn	9709	2,450	3,070	3,067	(3)	-0%
Subtotal		17,000	16,866	16,879	13	0%
Total		43,300	42,323	42,363	26	0%
Ravenswood						
Kimball	9633	3,750	4,031	4,033	2	0%
Kedzie	9634	1,150	(391)	(391)		
Francisco	9635	750	593	593		
Rockwell	9636	700	4,801	4,802	1	0%
Western	9637	3,100	492	493	1	0%
Damen	9638	1,550	1,550	1,550		
Montrose	9639	1,400				
Irving Park	9640	1,950	1,922	1,924	2	0%
Addison	9641	1,450	1,514	1,514		
Paulina	9642	900	1,964	1,967	3	0%
Southport	9643	1,700	1,740	1,740		

* 1995 Observed counts are used for CTA Southwest Line.

Six-County Rail Ridership Forecasts**Alternative 3****Red Line Extension to 103rd**

RTA System Planning Division, October 1998

d:\alt2_10\post\fs102rai.wk4 Yoder/Lupa	Station node	1990 Observed Counts*	FS 2010 Base 2010 Fratar Wor	FS 2010 Alt3 2010 Fratar Work Trip Table		
		total	9/18/98 adjusted	10/27/98 adjusted	Compared With 2010 Base	
		boardings	boardings	boardings	#	%
Subtotal		18,400	18,216	18,225	9	0%
Belmont	9746	8,950	16,609	16,605	(4)	-0%
Wellington	9645	1,100				
Diversey	9646	2,800	2,703	2,703		
Fullerton	9606	8,650	7,282	7,331	49	1%
Armitage	9648	2,700	2,373	2,374	1	0%
Sedgwick	9649	1,000	2,095	2,098	3	0%
Chicago	9650	2,250	1,781	1,781		
Merchandise Mart	9652	3,300	3,583	3,583		
Subtotal		30,750	36,426	36,475	49	0%
Total		49,150	54,642	54,700	58	0%

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	10/27/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
1	Indiana/Hyde Park	10,034	10,839	10,789	(50)	-0%
2	Hyde Park Express	1,110	899	907	8	1%
3	King Drive	22,712	24,234	23,872	(362)	-1%
4	Cottage Grove	25,776	23,807	26,716	2,909	12%
6	Jeffery Express	19,007	18,068	18,043	(25)	-0%
7	Harrison	6,074	5,736	5,737	1	0%
8	Halsted	23,772	25,641	25,659	18	0%
8 a	South Halsted	3,836	3,861	4,064	203	5%
9	Ashland	36,050	37,946	37,968	22	0%
11	Lincoln	10,150	9,269	9,269		
12	Roosevelt	11,031	11,608	11,622	14	0%
14	South Lake Shore Exp	10,188	12,075	11,740	(335)	-3%
16	Lake	2,854	1,022	1,022		
17	Westchester	1,462	1,498	1,497	(1)	-0%
18	16th/18th	3,872	3,922	3,930	8	0%
20	Madison	18,063	17,758	17,757	(1)	-0%
21	Cermak	7,229	6,810	6,822	12	0%
22	Clark	26,439	25,621	25,619	(2)	-0%
24	Wentworth	8,511	5,720	5,663	(57)	-1%
25	West Cermak	1,126	857	857		
27	South Deering	6,407	10,833	10,637	(196)	-2%
28	Stony Island	14,570	11,470	11,293	(177)	-2%
29	State	19,139	15,110	14,824	(286)	-2%
30	South Chicago	6,208	5,117	5,111	(6)	-0%
31	31st	629	439	438	(1)	-0%
32	West 31st					
33	Magnificent Mile Exp.					
34	South Michigan	16,002	15,685	14,521	(1,164)	-7%
35	35th	8,270	7,433	7,443	10	0%
35 w	West 35th/Pershing					
36	Broadway	22,448	22,452	22,452		
37	Sedgwick	4,927	6,529	6,518	(11)	-0%
38	Indiana					
39	Pershing	2,983	1,459	1,460	1	0%
41	Elston/Clybourn	2,867	8,117	8,114	(3)	-0%
42		3,206				
43	43rd	2,742				
44	Wallace/Racine	12,846	15,918	15,915	(3)	-0%
45		3,007				
47	47th	10,768				
48	South Damen	3,331	331	329	(2)	-1%
49	Western	29,443	31,800	31,805	5	0%
49 a	South Western	1,578	278	278		
49 b	North Western	3,144	3,507	3,506	(1)	-0%
50	Damen	11,879	11,485	11,485		
51	51st	5,148	4,724	4,780	56	1%

Appendix E #3
Six-County Bus Ridership Forecasts
Alternative 3

Red Line Extension to 103rd
 RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	10/27/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
52	Kedzie/California	13,728	10,032	10,034	2	0%
52 a	South Kedzie	6,266	2,393	2,438	45	2%
53	Pulaski	25,857	26,136	26,131	(5)	-0%
53 a	South Pulaski	10,853	13,428	13,404	(24)	-0%
53 ltd	South Pulaski Ltd.					
54	Cicero	13,083	11,126	11,127	1	0%
54 a	N Cicero/Skokie Blvd	2,261	988	988		
54 b	South Cicero	5,683	8,509	8,513	4	0%
55	Garfield	13,790	20,060	20,105	45	0%
56	Milwaukee	18,465	17,765	17,758	(7)	-0%
56 a	North Milwaukee	18,465	17,438	17,439	1	0%
57	Laramie	2,809	6,749	6,751	2	0%
59	59th/61st	4,162	4,164	4,162	(2)	-0%
60	Blue Island/26th	17,170	18,391	18,390	(1)	-0%
62	Archer Local	27,682	(1,942)	(1,945)	(3)	0%
62 a	Archer/Austin	included above				
62 h	Archer/Harlem					
62 n	Archer/Naragansett					
63	63rd	22,169	19,315	19,329	14	0%
63 w	West 63rd					
64	Foster/Canfield					
65	Grand	7,945	3,390	3,388	(2)	-0%
66	Chicago	18,374	18,763	18,764	1	0%
67	67th/69th/71st	14,731	13,819	13,771	(48)	-0%
68	Northwest Highway	3,231	3,153	3,154	1	0%
69	Foster/East River	513	5,233	5,237	4	0%
70	Division	12,244	10,702	10,703	1	0%
71	71st	7,378	4,889	4,958	69	1%
72	North	14,895	16,362	16,367	5	0%
73	Armitage	8,484	8,522	8,522		
74	Fullerton	13,076	11,379	11,384	5	0%
75	74th/75th	7,259	8,004	8,002	(2)	-0%
76	Diversey	16,525	16,385	16,385		
77	Belmont	24,626	24,303	24,309	6	0%
78	Montrose	9,851	10,864	10,864		
79	79th	28,548	37,574	37,660	86	0%
80	Irving Park	14,427	14,509	14,517	8	0%
80 w	West Irving Park					
81	Lawrence	16,373	4,872	4,870	(2)	-0%
81 w	West Lawrence	2,285	2,557	2,556	(1)	-0%
82	Kimball/Homan	21,249	19,507	19,507		
84	Peterson	5,670	5,531	5,537	6	0%
85	Central	16,812	17,122	17,121	(1)	-0%
85 a	North Central	1,250	1,627	1,628	1	0%
86	Naragansett	2,451	3,836	3,839	3	0%
87	87th	16,598	22,916	23,668	752	3%

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
Rte # route name		total boardings	9/18/98 adjusted boardings	10/27/98 adjusted boardings	Compared with 2010 Base	
					#	%
88	Higgins	2,584	3,035	3,034	(1)	-0%
89	North Kedzie	763				
90	Harlem	5,293	4,083	4,085	2	0%
90 n	North Harlem	763	771	771		
91	Austin	11,681	11,002	11,004	2	0%
92	Foster	7,753	12,171	12,172	1	0%
92 w	West Foster					
93	North California	3,005	3,155	3,155		
94	South California	11,907	10,220	10,211	(9)	-0%
95 e	93rd/95th	6,414	6,677	3,403	(3,274)	-49%
95 w	95th	8,229	9,771	9,942	171	2%
96	Lunt	1,679	1,822	1,822		
97	Skokie	4,483	4,506	4,506		
99 m		805				
99	Stevenson Express	5,879				
100	Jeffery Manor Exp.	1,342	804	(203)	(1,007)	-125%
103	West 103rd	4,878	5,741	5,085	(656)	-11%
104	Pullman	Included in 111a	Included in 111a			
106	East 103rd/106th	3,757	6,750	7,443	693	10%
108	Halsted	5,994	6,956	7,045	89	1%
110	Marquette	769	758	758		
111 a	111th/115th (outer)	8,682	7,623	10,462	2,839	37%
111 b	111th/115th (inner)	Included above	Included above			
112	Vincennes/111th	4,345	10,838	10,990	152	1%
119	Michigan/119th		12,034	10,433	(1,601)	-13%
120	NW/Wacker Express	968	977	977		
121	Union/Wacker Express	1,286	1,342	1,342		
122	Illinois Ctr/NW Exp	556	708	708		
123	Illinois Ctr/un Exp	907	1,147	1,147		
125	Water Tower Express	3,096	3,868	3,868		
126	Jackson	12,558	14,302	14,291	(11)	-0%
127	NW/Madison	444				
128	Orleans					
129	NW/Franklin	887	(293)	(294)	(1)	0%
131	Washington	1,240	799	798	(1)	-0%
135	Wilson/La Salle Exp	3,178	4,233	4,233		
136	Sheridan/La Salle Ex	1,950	3,334	3,332	(2)	-0%
145	Wilson/Michigan Exp	8,900	10,435	10,427	(8)	-0%
146	Marine/Michigan Exp	10,495	10,280	10,282	2	0%
147	Outer Drive Express	10,705	5,972	5,964	(8)	-0%
151	Sheridan	28,522	23,891	23,893	2	0%
152	Addison	16,257	22,532	22,532		
155	Devon	8,818	10,421	10,424	3	0%
156	La Salle	12,646	13,540	13,538	(2)	-0%
157	Streetsville	4,819	4,817	4,817		
162		3112				

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total	9/18/98 adjusted	10/27/98 adjusted	Compared with 2010 Base	
Rte #	route name	boardings	boardings	boardings	#	%
164	Narragansett Express	3,531				
165	West 65th					
201	Central/Sherman	2,417	2,052	2,052		
202	Main/Emerson	969	888	888		
203	Ridge/Grant	1,781	1,812	1,812		
204	Dodge	2,061	397	397		
CTA TOTALS*		1,171,184	1,169,042	1,167,976	(1,066)	-0%
208	Evanston-Golf Mill	1,294				
209	Woodfield-Harlem	2,433	304	307	3	1%
210	Glenview-Loop	1,083	2,025	2,023	(2)	-0%
211	Milwaukee-Western					
212	Northbrook-Evanston	1,071	2,958	2,961	3	0%
213	Green Bay Road	2,177	(567)	(566)	1	-0%
214	Deerfield-Evanston	included in #213				
215	Old Orchard-Howard	2,377	4,223	4,226	3	0%
220	Glenview-O Hare	1,126	4,544	4,550	6	0%
221	W Des Plaines-Riv Rd	1,077	(959)	(958)	1	-0%
222	Rosemont					
223 e	Elk Grove-River Road	2179	(549)			
223 w	Elk Grove-River Road	included above				
225	Jeff Park-Howard Ind	496	741	743	2	0%
226	Oakton	1,767	887	889	2	0%
228	Glenview-Harlem	1,054	1,226	1,225	(1)	-0%
230	South Des Plaines	800	452	454	2	0%
233	SW Des Plaines					
234	Wheeling-Des Plaines	573	1,412	1,412		
240	Park Ridge-Dee Road	1,011	466	466		
241	Park Ridge-Greenwood	768	198	198		
250	Dempster	3,091	1,884	1,884		
270	Milwaukee	4,435	5,638	5,639	1	0%
290	Touhy	5,331	6,448	6,450	2	0%
301	Roosevelt Road	1,518	1,340	1,340		
302	Ogden-Stanley	968	875	874	(1)	-0%
303	Madison St-19th	1,247	1,349	1,349		
304	Cicero-La Grange	1,462	2,061	2,062	1	0%
305	Cicero-River Forest	2,312	3,009	3,009		
307	Harlem	4,283	3,637	3,638	1	0%
308	Medical Center	1,259	604	603	(1)	-0%
309	Lake Street	1,445	2,089	2,091	2	0%
310	Madison-Hillside	1,472	1,569	1,569		
311	Oak Park Avenue	2,338	1,625	1,625		
312	Ogden	142	177	177		
313	St. Charles Road	1,942	1,269	1,271	2	0%
315	Austin-Ridgeland	1,022	1,709	1,708	(1)	-0%
318	West North Ave.	2,080	2,483	2,486	3	0%

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\lat3_10\post\fs103bus.wk4 Yoder\Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total	9/18/98	10/27/98	Compared with 2010 Base	
Rte #	route name	boardings	adjusted boardings	adjusted boardings	#	%
319	Grand Avenue	745	(629)	(629)		
320	Madison St.	578	602	602		
322	22nd Street	4,056	5,233	5,234	1	0%
325	25th Avenue	616	647	648	1	0%
330	Mannheim-La Grange	1,290	2,582	2,587	5	0%
331	Cumberland-5th	2,132	2,819	2,819		
332	Elmhurst/York	256	319	319		
349	South Western	3,622	6,056	6,053	(3)	-0%
350	Sibley	719	304	304		
352	Halsted	5,957	9,558	9,583	25	0%
353	95th-Riverdale	4,523	6,277	6,395	118	2%
354	Orland/SW Shopper	519	622	623	1	0%
355	Lansing	1,043	469	470	1	0%
357	Lincoln Highway	1,372	1,519	1,518	(1)	-0%
358	Torrence	405	1,171	1,171		
359	Robbins-S. Kedzie	1,247	2,207	2,204	(3)	-0%
362	South Park Forest	82	96	96		
364	159th Street	1,853	679	678	(1)	-0%
364 a	159th Street	included above				
366	Park Forest-Chi Hts	487	567	567		
367	University Park	301	297	297		
369	Central Park Forest	52	97	98	1	1%
370	Harvey-Chicago Hts.	677	845	848	3	0%
379	West 79th Street	594	832	832		
380	Clearing	168				
381	95th	5,216	2,754	2,753	(1)	-0%
381 a	95th Cutback	included above				
382	Central	243	996	991	(5)	-1%
383	Cicero	847	(70)	(66)	4	-6%
383 a	Cicero	included above				
384	Narragansett	508	(819)	(819)		
384 a	Narragansett-Ridgely	included above				
385	87th/111th	534	2,770	2,775	5	0%
386	Harlem	910	(3,434)	(3,433)	1	-0%
386 a	Harlem	included above				
404	Itasca-Hamilton					
405	Woodfield-Elk Grove					
407	Bloomington-Roselle	36	69	69		
411	Niles Local	1,083	222	222		
411 a	Niles Local-Reverse	included above				
412		306				
421	Northfield Plaza	1,068				
421 a	Glenview	included above				
422	Old Orchard	1,133	2,005	2,004	(1)	-0%
423	Winnetka	1,008	278	278		
448	South Holland	52	362	361	(1)	-0%

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor 9/18/98	Far South 2010 Alt 3 2010 Fratar Work Trip Table 10/27/98		Compared with 2010 Base	
Rte #	route name	total boardings	adjusted boardings	adjusted boardings		#	%
451	Southeast Homewood	74	81	81			
452	Northeast Homewood	137	408	408			
453	Southwest Homewood	63					
454	Northwest Homewood	59	532	532			
460	Hazel Crest	85	(125)	(125)			
471	Hghland Pk-Deerfield	410	388	388			
472	Hghlnd Pk-Ft Sheridn	413	387	387			
473	Hghlnd Pk-Lake Cook	190	3	3			
473 a	Hghland Pk-Braeside	included above					
473 b	Hghlnd Pk-Nbrook Ct	included above					
501	Forest Park	884	583	583			
501 a	West Jefferson	included above					
502	Cass	786	777	777			
502 a	Marquette Gardens	included above					
503	Black Rd-Raynor Park	237	239	239			
504	South Joliet	210	206	206			
505	Lidice	340	297	297			
505 a	Rockdale	included above					
506	Wash./2nd	320	326	326			
507	Plainfield	283	291	291			
509	Lockport						
521	High St.	318	329	329			
522	Sherman	232	242	242			
523	North/Lake	410	459	459			
524	Downer	224	292	292			
525		286					
526	Westplaza	452					
527	Moecheville	445	443	443			
528	Fifth St.	346	362	362			
529	Indian Trail	384	416	416			
530	Fox Valley Center	720	719	719			
531	Waubonsee	155	250	250			
532	Randall	242	281	281			
533	Molitor	293	312	312			
541	Douglas	487	476	476			
542	Grove	597	588	588			
543	Dundee	591	589	589			
544	Chicago	586	581	581			
545	Walnut	548	582	582			
546	South	501	545	545			
547	Wing Park	291	317	317			
548	Highland	375	432	432			
549	McLean	419	489	489			
552	N.State/Spring Hill Mall	561	695	695			
553	Park/Summit	271	365	365			
560	Uss G.America						

Appendix E #3

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total	9/18/98	10/27/98	Compared with 2010 Base	
Rte #	route name	boardings	adjusted boardings	adjusted boardings	#	%
561	Castlecrest	471	461	461		
562	Gurnee/Sunset	633	668	668		
563	Farnsworth/Naval	440	543	543		
564	Jackson	348	420	420		
565	Grand Ave	279	390	390		
566	Lewis					
568	Lakehurst	840	822	822		
569		869	867	867		
570	Foxlake/College	100	115	115		
571	Aion	655	695	695		
572	Hawthorn/Waukegan	1,139	1,340	1,340		
580	Abbott/Mundelein					
602	Higgins/Salem	68	(173)	(172)	1	-1%
603	Cedarcrest/Roselle	31	(703)	(703)		
604	Springguth	29	(742)	(742)		
605	Plumgrove/Summit	70	321	321		
606	Northwest Ltd.	1,509	(1,087)	(1,076)	11	-1%
607	Woodfield					
621	SW Northbrook Feeder	31	(82)	(81)	1	-1%
622	NW Northbrook Feeder	43	32	33	1	3%
626	Lake-Cook Limited	626	1,631	1,632	1	0%
641	NE Elmhurst					
642	SW Elmhurst	77	100	100		
643	NW Elmhurst	59				
644	Sc Elmhurst	26	(185)	(185)		
645	Ind. Elmhurst	included in #643				
646	SE Elmhurst	36	46	46		
652	SW Glenellyn	55	9	9		
653	bloomingda	112	(46)	(46)		
654	Sc Glen Ellyn	90	5	5		
655	C Glendale Hts	60	194	194		
656	SE Glen Ellyn	59	170	170		
657	W Glensale Hts/Glen	128	597	597		
661	SW Westmont	69	233	233		
662	Sc Westmont	96	66	66		
664	Willowbrook/Clarendo	127	201	201		
665	Darien/Westmont	89	40	40		
666	Burr Ridge	56	186	186		
669	W. Springs/Indian He	58	50	50		
672	SE Lombard	38	(217)	(217)		
674	SW Lombard	57	(5)	(5)		
676	Naper. Cress Creek	66	101	101		
677	Naper. W. Highlands	45				
678	Naper. Carriage Hill	137				
679	Warrenville Feeder					
680	Naper. Brookdale					

Appendix E #3

Six-County Bus Ridership Forecasts Alternative 3

Red Line Extension to 103rd

RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total boardings	9/18/98 adjusted boardings	10/27/98 adjusted boardings	Compared with 2010 Base	
Rte #	route name				#	%
681	Naper. Saybrook	67	37	37		
683	Naper. Springbrook	90	188	188		
684	Naper. Maplebrook	100				
685	Naper. Will-o-way	100	108	108		
686	Naper. Oldfarm	111	127	127		
687	Naper. Farmstead	83	94	94		
688	Naper Huntington	83	119	119		
689	Naper. Hobson Vill.	98	134	134		
690	Buffalo Grv/Arl.Hts	384	(210)	(210)		
693	Arling. Hts/Palatine					
695	Woodfield/Randhurst					
696	Woodfield-AH Randhurst	430	585	586	1	0%
697	Roselle/Woodfield					
698	NW Arling. Hts	48	(140)	(140)		
699	Woodfield-Palatine	332	1,056	1,057	1	0%
700	Addison/Villa Park	47	201	201		
702	SW Villa Park	77	232	232		
703	Sc Villa Park	100	32	32		
706	College Ave SE Wheat	88	222	222		
707	SW Wheaton	96	285	285		
708	Schmale/Main	66	340	340		
709	C.stream/N.Wheaton	72	(118)	(118)		
710	Gary/Carol Stream	78				
713	Wheaton/Warrenville					
714	Carol Stream Ind Par					
715		476	866	866		
720	Hoffman Est.					
721	N. Palatine					
723	NE Palatine/Arl.Park	83	(311)	(310)	1	-0%
725	Lk Zurich Feeder	54	59	59		
726	Wauconda/Barring	48	84	84		
728	Lk Zurich xpress	included in #725				
737		128	571	572	1	0%
740	Oak Forest	100	23	23		
747	Dupage Connection	487	624	627	3	0%
750	Country Club Hills	70	188	188		
751	Chicago Hts	40	99	99		
753	Matteson	62	232	232		
781 a	N.Naper/Bell Labs	31	30	30		
781 b	N.Naper/Amco	included above				
801	Fox River Valley	425	439	439		
803	Carpenterville	297	319	319		
805	Crystal Lake/Spring					
806	Fox Lake/Crystal Lak					
807	Woodstock/McHenry					
808	Crystal Lake/Harvard					

Appendix E #3
Six-County Bus Ridership Forecasts
Alternative 3

Red Line Extension to 103rd
RTA System Planning Division, October 1998

d:\alt3_10\post\fs103bus.wk4 Yoder/Lupa		1990 Observed Counts	FS 2010 Base 2010 Fratar Wor	Far South 2010 Alt 3 2010 Fratar Work Trip Table		
		total	9/18/98	10/27/98	Compared with 2010 Base	
Rte #	route name	boardings	adjusted boardings	adjusted boardings	#	%
819	Hunters Woods	96	351	351		
820	University Hts/Lisle	95	456	456		
821	Woodridge/Belmont	127	358	358		
822	Woodridge/Lisle	185				
823	W. Bolingbrook	126	92	92		
824	E. Bolingbrook	153	74	74		
825	Cent. Bolingbrook	71	(88)	(88)		
826	S. Lisle	105	149	149		
827	Green Trails	99	318	318		
828	N. Lisle					
829 a	Lisle At&t Amco	included in #822				
829 b	Lisle Corporetum	included in #822				
830	NE Lisle					
834	Joliet-Yorktown	535	397	397		
835	SW Sub Chi Express	744	102	108	6	6%
855	I-55 Flyer	221	256	256		
877	South Suburban Oakbrook	210				
880	Randall-O'Hare Express					
990 x	CDOT Alt1 S. Cook Exp.					
PACE BUS TOTALS*		135,435	151,412	149,319	(2,093)	-1%

Appendix E #4
Study Area Bus Ridership Forecasts
Alternative 3

RTA System Planning Division Yoder/Lupa		1990 Observed Counts	FS 2010 Base	Alternative 3 Red Line Extension to 103rd		
			09/18/1998	10/15/1998	Compared with 2010	
Route#	Route Name	total boardings	adjusted boardings	adjusted boardings	#	%
CTA North-South Routes						
3	King Drive	22,710	24,230	23,870	-360	-1%
4	Cottage Grove	25,780	23,810	26,720	2,910	12%
6	Jeffrey Express	19,010	18,070	18,040	-30	0%
8 a	South Halsted	3,840	3,860	4,060	200	5%
14	South Lake Shore Exp	10,190	12,080	11,740	-340	-3%
27	South Deering	6,410	10,830	10,640	-200	-2%
28	Stony Island	14,570	11,470	11,290	-180	-2%
29	State	19,140	15,110	14,820	-290	-2%
34	South Michigan	16,000	15,690	14,520	-1,160	-7%
104	Pullman	included in 111a				
108	Halsted					
		5,990	6,960	7,050	90	1%
	Subtotal	143,630	142,100	142,760	640	0%
CTA East-West Routes						
79	79th	28,550	37,570	37,660	90	0%
87	87th	16,600	22,920	23,670	750	3%
95 e	93rd/95th	6,410	6,680	3,400	-3,280	-49%
95 w	95th	8,230	9,770	9,940	170	2%
100	Jeffrey Manor Exp	1,340	800	-200	-1,000	-125%
103	West 103rd	4,880	5,740	5,090	-650	-11%
106	East 103rd/106th	3,760	6,750	7,440	690	10%
111 a	111th/115th(outer)	8,680	7,620	10,460	2,840	37%
111 b	111th/115th(inner)	included above				
	Subtotal		97,850	97,460	-390	0%
CTA Diagonal Routes						
30	South Chicago	6,210	5,120	5,110	-10	0%
112	Vincennes/111th	4,350	10,840	10,990	150	-15%
119	Michigan/119th	0	12,030	10,430	-1,600	-12%
	Subtotal	10,550	27,990	26,530	-1,460	-5%
CTA TOTAL		232,630	267,940	266,750	-1,190	0%
Pace Routes in Study Area						
352	Halsted	5,960	9,560	9,580	30	0%
353	95th-Riverdale	4,520	6,280	6,400	120	2%
355	Lansing	1,040	470	470	0	0%
358	Torrence	410	1,170	1,170	0	0%
359	Robbins-S.Kedzie	1,250	2,210	2,200	0	0%
381	95th	5,220	2,750	2,750	0	0%
990 x	CDOT Alt 1 Express	0	0	0	0	N/A
PACE TOTAL		18,400	22,440	22,570	130	1%

District-to-District Trip Tables **Alternative 3: Red Line Extension to 103rd** RTA System Planning Division, October 1998

Total Person Trips by District

District	nwchgo	nlakeinf	w chgo	central	sw chgo	slakeinf	far s west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	336,843	103,341	77,647	150,680	16,042	11,685	1,923	5,862	1,735	20,512	488	249,464	23,298	5,779	1,005,409
gs02	154,075	381,392	55,149	232,313	16,935	15,069	2,344	7,017	2,170	20,313	586	221,888	21,648	7,083	1,140,019
gs03	81,072	41,527	220,857	147,418	46,760	22,079	3,028	2,699	1,180	15,297	823	81,318	59,810	8,684	732,552
gs04	25,211	42,832	33,836	167,110	12,281	15,415	1,107	1,350	399	5,185	171	30,435	9,383	2,806	347,521
gs05	20,180	14,452	60,762	101,868	269,489	45,169	13,193	1,302	994	12,250	1,308	31,283	98,871	14,800	685,921
gs06	18,462	18,601	44,273	119,498	81,210	147,383	9,002	1,007	737	7,953	911	24,190	35,583	26,378	595,190
gs07	7,383	5,495	14,377	38,883	56,154	23,507	51,383	497	377	4,284	614	11,380	84,393	20,068	316,795
gs08	16,368	9,276	6,246	46,143	2,602	1,774	361	2,098,195	78,681	26,253	1,342	440,975	11,253	1,082	2,641,551
gs10	3,988	2,360	2,003	11,505	1,058	711	142	1,155,395	133,659	2,114	96,368	156,535	5,527	436	1,429,955
gs11	41,075	14,262	27,109	87,761	17,620	7,755	1,612	9,673	107,875	2,171,714	31,366	389,057	156,535	4,403	3,088,807
gs12	5,061	3,008	7,128	24,250	8,541	4,161	1,237	1,508	9,541	180,892	726,460	25,600	196,310	2,734	1,196,431
gs13	254,790	104,635	59,168	173,631	16,609	11,094	1,989	154,207	88,768	206,851	1,925	3,096,847	83,841	6,026	4,260,281
gs14	42,287	24,478	108,306	164,510	161,232	41,891	45,756	4,141	3,593	164,011	54,780	163,593	2,248,850	47,536	3,274,964
gs99	14,995	12,272	28,875	81,641	54,580	75,050	36,273	948	704	7,592	1,178	21,972	102,111	137,241	575,432
sum	1,022,510	777,931	745,736	1,547,211	763,113	422,783	169,350	2,304,465	1,452,158	2,976,766	823,966	4,784,370	3,137,413	285,086	21,212,828

Total Auto Person Trips by District

District	nwchgo	nlakeinf	w chgo	central	sw chgo	slakeinf	far s west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	291,740	87,278	63,367	65,806	12,625	8,830	1,373	5,914	1,727	20,170	488	231,102	21,745	3,931	816,086
gs02	130,349	333,323	44,673	119,828	14,438	11,523	1,629	6,887	2,171	19,852	586	203,705	19,902	4,841	913,707
gs03	63,414	32,064	184,075	64,164	37,083	16,438	2,104	2,657	1,171	14,889	822	71,340	54,873	5,634	550,728
gs04	19,727	34,269	25,908	130,411	8,954	11,323	751	1,323	397	5,007	171	26,927	8,123	1,930	275,221
gs05	14,729	10,225	48,595	37,541	236,907	36,460	11,219	1,274	993	12,072	1,307	27,143	92,750	11,220	542,435
gs06	12,775	13,702	33,230	54,359	64,490	124,047	7,375	980	737	7,745	910	19,950	32,287	21,396	393,983
gs07	4,875	3,688	10,614	13,191	48,263	19,646	47,049	481	376	4,220	613	9,247	79,068	17,511	258,842
gs08	15,543	8,649	5,177	21,179	2,586	1,689	351	2,094,818	78,681	26,195	1,341	338,259	11,170	1,039	2,607,257
gs10	3,903	2,268	1,890	6,051	1,053	689	141	14,673	115,062	133,374	2,114	95,817	5,507	428	1,419,970
gs11	41,014	13,588	26,082	28,612	17,441	7,461	1,590	9,925	107,704	2,188,756	31,364	387,224	156,041	4,289	3,001,111
gs12	5,017	2,967	7,036	15,373	8,491	4,108	1,224	1,503	9,534	180,800	725,438	25,501	196,010	2,713	1,185,715
gs13	237,001	95,485	52,377	66,872	14,826	9,393	1,655	153,966	88,587	206,240	1,824	3,052,383	81,941	4,876	4,067,446
gs14	36,321	21,922	98,013	74,417	149,159	37,884	42,974	4,098	3,586	163,588	54,770	157,810	2,216,270	44,431	3,107,243
gs99	9,791	8,619	20,813	31,184	44,695	63,340	31,691	919	702	7,446	1,177	17,732	96,597	119,662	454,368
sum	888,199	688,057	622,450	728,988	661,011	352,831	151,126	2,299,438	1,448,408	2,970,354	822,925	4,664,140	3,072,284	243,911	19,594,122

Appendix E #5 District-to-District Trip Tables Alternative 3: Red Line Extension to 103rd

Total Transit Person Trips by District

District	nwchgo	nlakeint	w chgo	central	sw chgo	slakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	45,103	16,063	14,280	84,874	3,417	2,865	550	48	8	342	-	18,362	1,553	1,848	189,313
gs02	23,726	48,069	10,476	112,485	4,497	3,576	715	130	6	461	-	18,163	1,746	2,242	226,312
gs03	17,658	9,463	36,782	83,254	9,677	5,641	924	42	9	408	-	9,978	4,937	3,050	181,824
gs04	5,484	8,563	7,928	36,699	3,327	4,092	356	27	2	178	-	3,508	1,260	876	72,300
gs05	5,451	4,227	12,167	64,327	32,582	8,709	1,974	28	1	178	1	4,140	6,121	3,580	143,486
gs06	5,687	4,899	11,043	65,139	16,720	23,336	1,627	27	2	208	1	4,240	3,266	4,982	141,207
gs07	2,508	1,807	3,763	25,692	7,891	3,861	4,334	16	1	64	1	2,133	5,325	2,557	59,953
gs08	825	627	469	24,964	16	85	10	4,377	20	1	1	2,716	83	43	34,236
gs10	95	92	113	5,454	5	22	1	6	3,333	285	-	551	20	8	9,985
gs11	771	664	1,027	59,149	179	294	22	28	17	2,958	2	1,833	494	104	67,696
gs12	44	41	92	8,877	50	53	13	5	7	92	1,022	99	300	21	10,716
gs13	17,789	9,150	6,791	106,759	1,783	1,701	334	221	181	611	1	44,464	1,900	1,150	192,835
gs14	3,966	2,556	10,293	90,093	12,073	4,007	2,782	43	7	423	10	5,783	32,580	3,105	167,721
gs99	5,204	3,653	8,062	50,457	9,885	11,710	4,582	29	2	146	1	4,240	5,514	17,579	121,064
sum	134,311	109,874	123,286	818,223	102,102	69,952	18,224	5,027	3,750	6,354	1,041	120,230	65,129	41,145	1,618,648

Transit Mode Share by District (Percentage)

District	nwchgo	nlakeint	w chgo	central	sw chgo	slakeint	far s.west	Mch/Lake	Kane	DuPage	Will	N sub Ck	S Sub Ck	Far South	sum
	gs01	gs02	gs03	gs04	gs05	gs06	gs07	gs08	gs10	gs11	gs12	gs13	gs14	gs99	
gs01	13	16	18	56	21	24	29	1	0	2	-	7	7	32	19
gs02	15	13	19	48	24	24	31	2	0	2	-	8	8	32	20
gs03	22	23	17	56	21	26	31	2	1	3	0	12	8	35	25
gs04	22	20	23	22	27	27	32	2	1	3	-	12	13	21	21
gs05	27	29	20	63	12	19	15	2	0	1	0	13	6	24	21
gs06	31	26	25	55	21	16	18	3	0	3	0	18	9	19	26
gs07	34	33	26	66	14	16	8	3	0	1	0	19	6	13	19
gs08	5	7	8	54	1	5	3	0	0	-	0	1	1	4	1
gs10	2	4	6	47	0	3	1	0	0	0	-	1	0	2	1
gs11	2	5	4	67	1	4	1	0	0	0	0	0	0	2	2
gs12	1	1	1	37	1	1	1	0	0	0	0	0	0	1	1
gs13	7	9	11	61	11	15	17	0	0	0	0	1	2	19	5
gs14	9	10	10	55	7	10	6	1	0	0	0	4	1	7	5
gs99	35	30	28	62	18	16	13	3	0	2	0	19	5	13	21
sum	13	14	17	53	13	17	11	0	0	0	0	3	2	14	8

District-to-District Trip Tables

Alternative 3: Red Line Extension to 103rd

RTA System Planning Division, October 1998

Number of Auto Person Trip Comparison: Alternative 3 Versus 2010 Base

District	nwchgo gs01	nlakeinf gs02	w chgo gs03	central gs04	sw chgo gs05	slakeinf gs06	far s.west gs07	Mch/Lake gs08	Kane gs10	DuPage gs11	Will gs12	N sub gs13	S Sub gs14	Ck gs14	Far South gs99	sum
gs01	-1	0	0	0	0	0	0	0	0	0	0	-1	10	-16	-8	-6
gs02	-1	0	1	1	0	0	0	0	0	0	0	0	0	13	-19	-5
gs03	0	0	-1	0	0	0	0	0	0	0	0	0	0	10	-16	-7
gs04	-1	-1	-1	-1	0	-3	0	0	0	0	0	0	0	7	-5	-5
gs05	0	0	0	0	-4	0	-1	0	0	0	0	0	0	4	-18	-19
gs06	0	0	-1	-4	-2	-9	1	0	0	0	0	0	0	-3	-33	-51
gs07	0	1	-1	6	0	-12	-1	0	0	0	0	0	0	0	0	0
gs08	0	0	0	0	0	0	0	0	0	0	0	0	0	4	6	3
gs10	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
gs11	0	0	0	1	1	0	0	0	0	0	0	0	1	0	0	1
gs12	0	0	0	0	0	0	0	0	0	0	0	0	1	-1	-1	3
gs13	1	1	0	0	0	0	0	0	0	-1	0	0	0	-1	-10	7
gs14	0	0	2	0	4	-21	3	0	0	0	0	0	0	-9	-16	-37
gs99	-58	-37	-86	-88	-89	-48	-10	0	0	-3	0	-67	-16	-55	-591	-709
sum	-60	-36	-87	-120	-89	-93	-8	0	0	-4	0	-64	35	-183	-709	-709

Number of Transit Person Trip Comparison: Alternative 3 Versus 2010 Base

District	nwchgo gs01	nlakeinf gs02	w chgo gs03	central gs04	sw chgo gs05	slakeinf gs06	far s.west gs07	Mch/Lake gs08	Kane gs10	DuPage gs11	Will gs12	N sub gs13	S Sub gs14	Ck gs14	Far South gs99	sum
gs01	1	0	0	1	0	0	0	0	0	0	0	0	0	-10	16	8
gs02	1	0	-1	0	1	0	0	0	0	0	0	-1	-13	19	5	5
gs03	0	0	1	0	1	1	0	0	0	0	0	0	-10	17	9	9
gs04	1	0	1	1	0	3	0	0	0	0	0	-1	-8	7	4	4
gs05	-1	0	0	2	-1	-1	0	0	0	0	0	0	-7	25	18	18
gs06	0	0	0	3	0	7	-1	0	0	0	0	0	2	40	51	40
gs07	0	-1	0	-6	0	11	-1	0	0	0	0	0	-5	-1	(3)	(3)
gs08	0	0	0	0	0	0	0	1	0	0	0	-1	0	0	0	0
gs10	0	0	0	0	0	0	0	0	0	0	0	-1	0	0	0	(1)
gs11	0	0	0	-1	-1	0	0	0	0	0	0	-1	0	0	0	(2)
gs12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
gs13	0	0	0	1	0	0	0	0	0	0	0	0	-15	10	(4)	(4)
gs14	0	0	-1	0	0	22	-2	0	0	0	0	0	11	1	31	31
gs99	58	37	86	124	89	50	12	0	0	3	0	67	20	47	593	709
sum	60	36	86	123	91	93	8	1	-	3	-	61	(35)	182	709	709



Executive Director
Richard J. Bacigalupo

Deputy Executive Director
John DeLaurentiis

